



US009317181B2

(12) **United States Patent**
Sizelove et al.

(10) **Patent No.:** **US 9,317,181 B2**
(45) **Date of Patent:** **Apr. 19, 2016**

(54) **PORTABLE USER CONTROL DEVICE AND METHOD FOR VEHICLE INFORMATION SYSTEMS**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

(21) Appl. No.: **13/842,422**

(22) Filed: **Mar. 15, 2013**

(65) **Prior Publication Data**

US 2013/0210525 A1 Aug. 15, 2013

Related U.S. Application Data

(63) Continuation of application No. 12/210,689, filed on Sep. 15, 2008, now Pat. No. 8,547,340.

(60) Provisional application No. 60/972,383, filed on Sep. 14, 2007, provisional application No. 60/972,667, filed on Sep. 14, 2007.

(51) **Int. Cl.**

A63F 13/00 (2014.01)

G06F 3/0482 (2013.01)

(Continued)

(52) **U.S. Cl.**

CPC **G06F 3/0482** (2013.01); **A63F 13/06** (2013.01); **B64D 11/0015** (2013.01);

(Continued)

(58) **Field of Classification Search**

CPC H04M 1/0237; G06F 1/169

USPC 463/31, 36, 40

See application file for complete search history.

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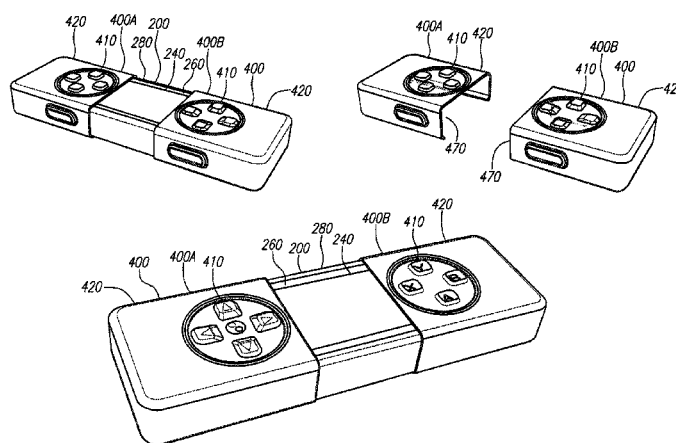
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(57) **ABSTRACT**

A personal user control device suitable for use in cooperation with information systems, such as vehicle information systems, and methods for manufacturing and using same. The personal user control device provides a user-friendly interface system for interacting with the information system. Unlike conventional control devices, the user interface system includes no dedicated buttons and provides a customizable environment for interacting with the information system. When in communication with the information system, the personal user control device can automatically detect system status information, such as available system functionality, available viewing content, and/or a current system operation mode, of the information system and provides a user interface system that instinctively adapts for use with the information system in light of the detected system status information. The personal user control device thereby provides a versatile and intuitive manner for interacting with the information system.

20 Claims, 25 Drawing Sheets



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(52)	U.S. Cl. CPC <i>B64D 11/0624</i> (2014.12); <i>G06F 3/04886</i> (2013.01); <i>H04L 67/02</i> (2013.01); <i>H04L 67/12</i> (2013.01); <i>H04L 67/36</i> (2013.01); <i>G08C</i> <i>2201/30</i> (2013.01); <i>G08C 2201/32</i> (2013.01); <i>G08C 2201/50</i> (2013.01)		6,810,527	B1	10/2004	Conrad
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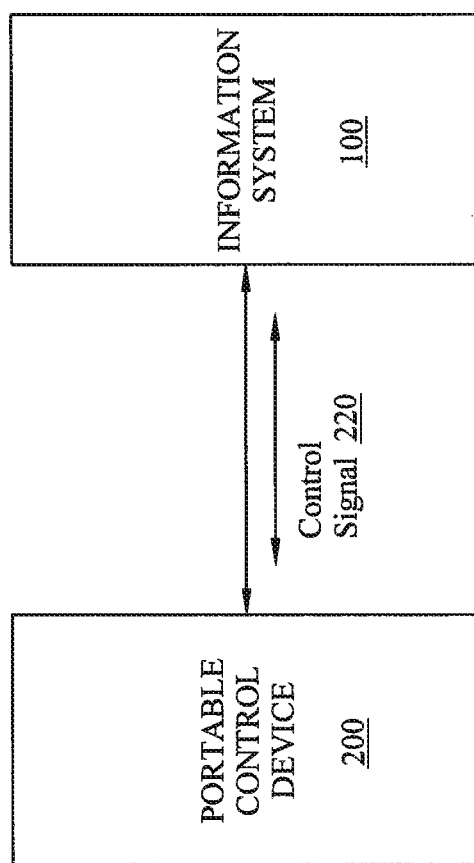
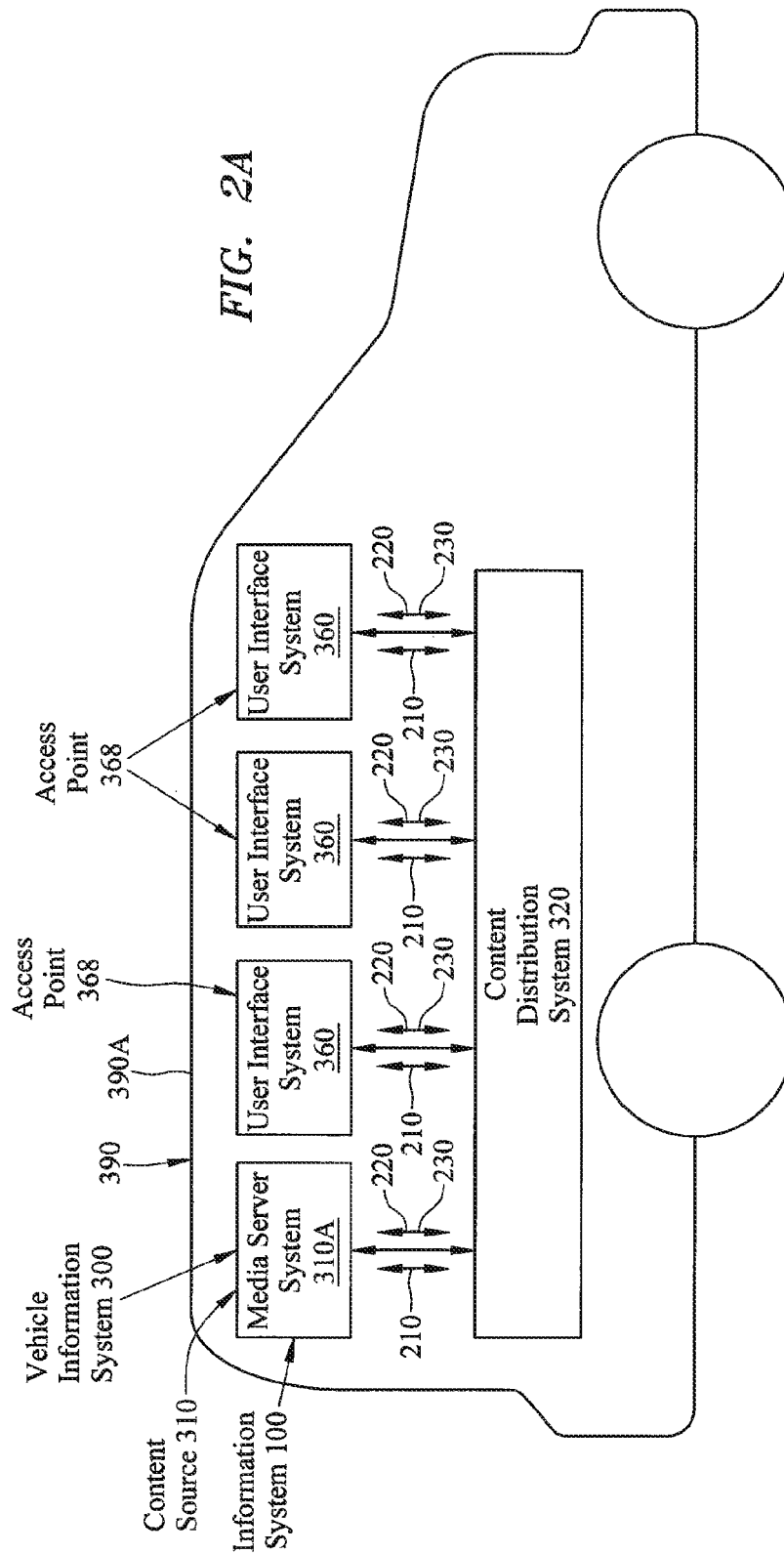


FIG. 1



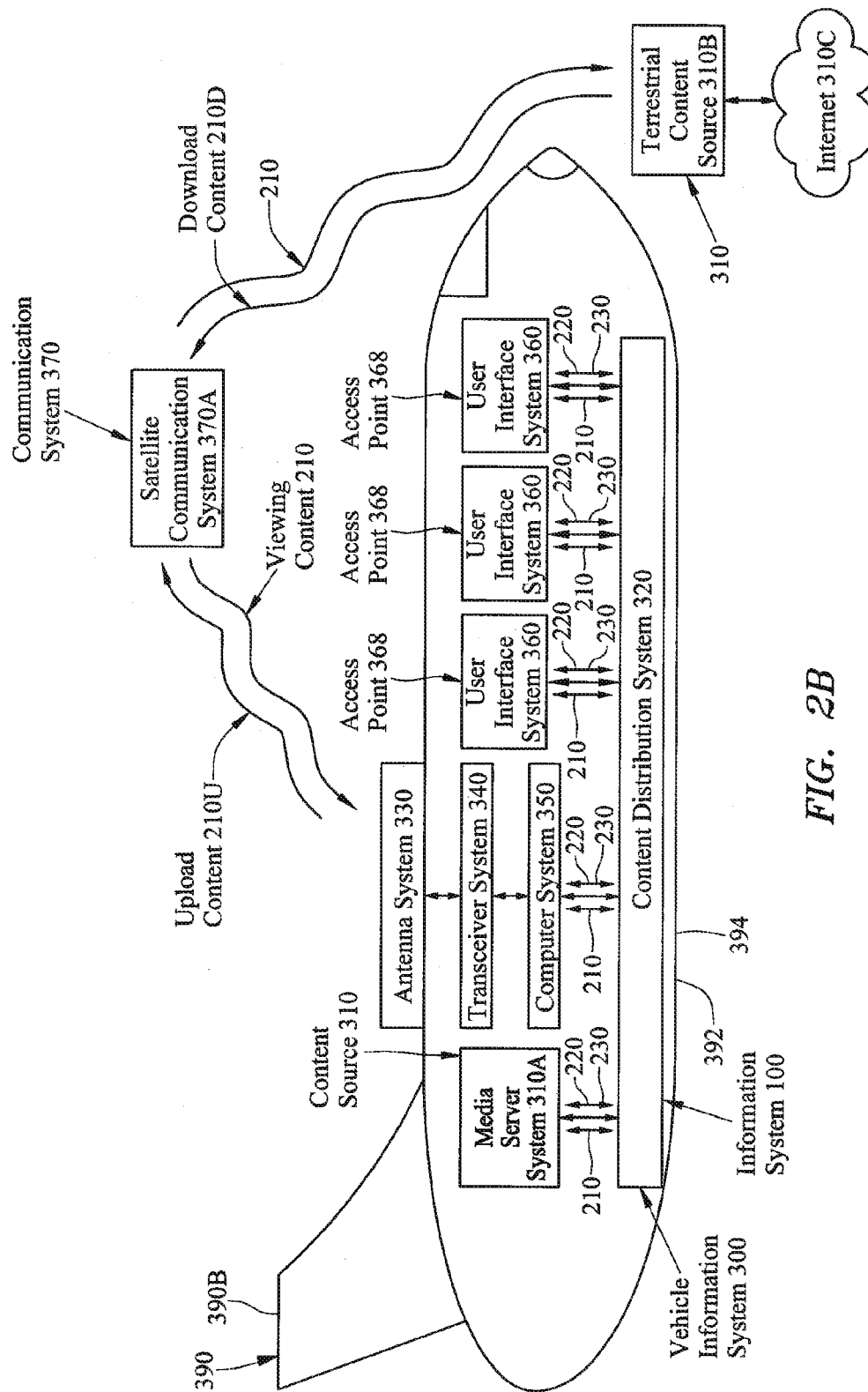


FIG. 2B

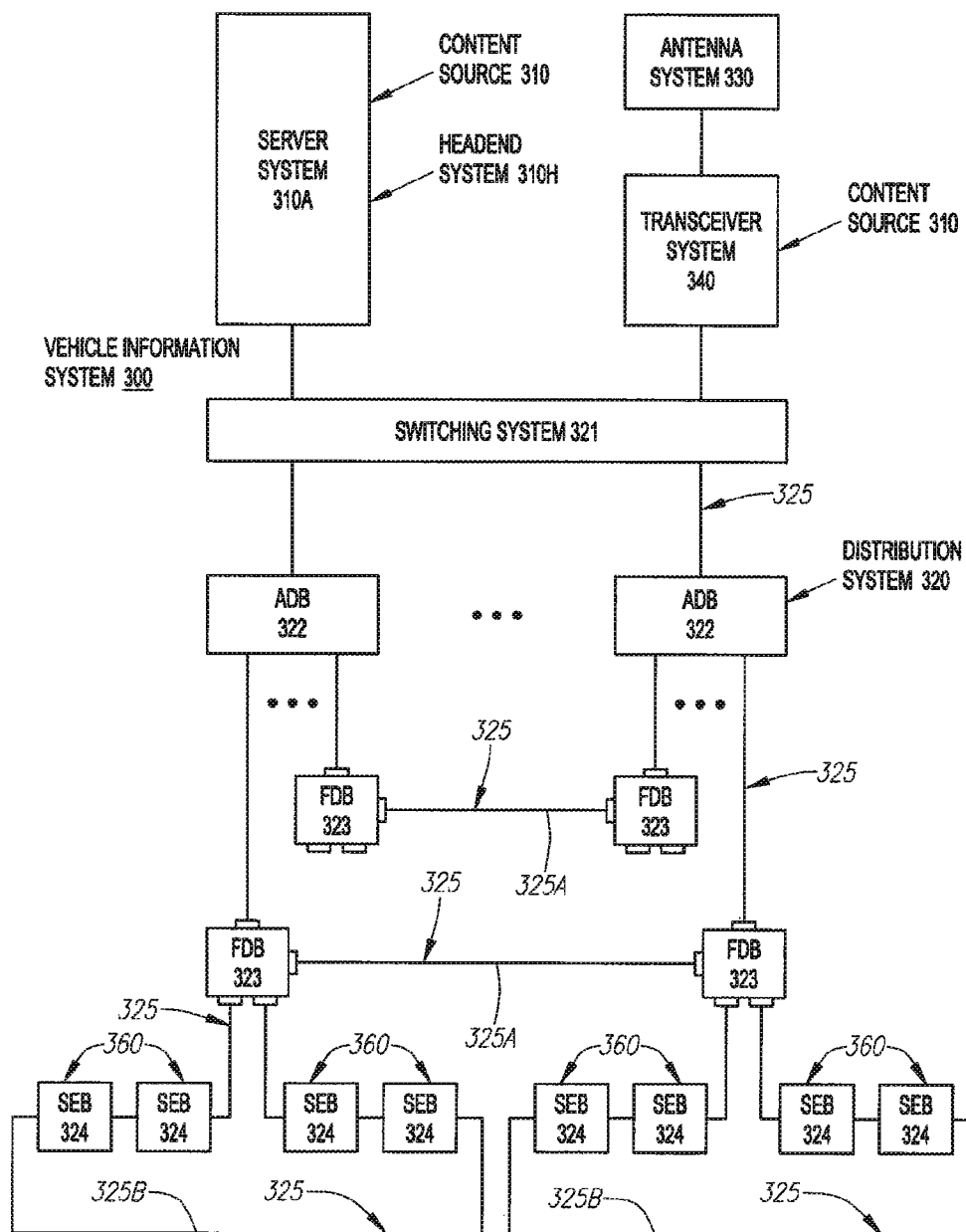


FIG. 3

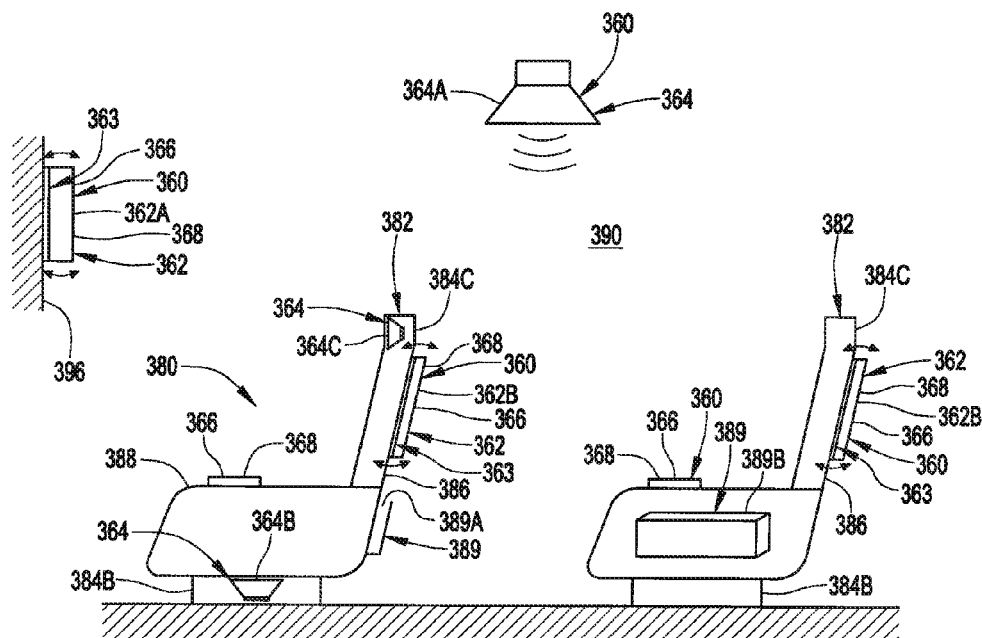


FIG. 4A

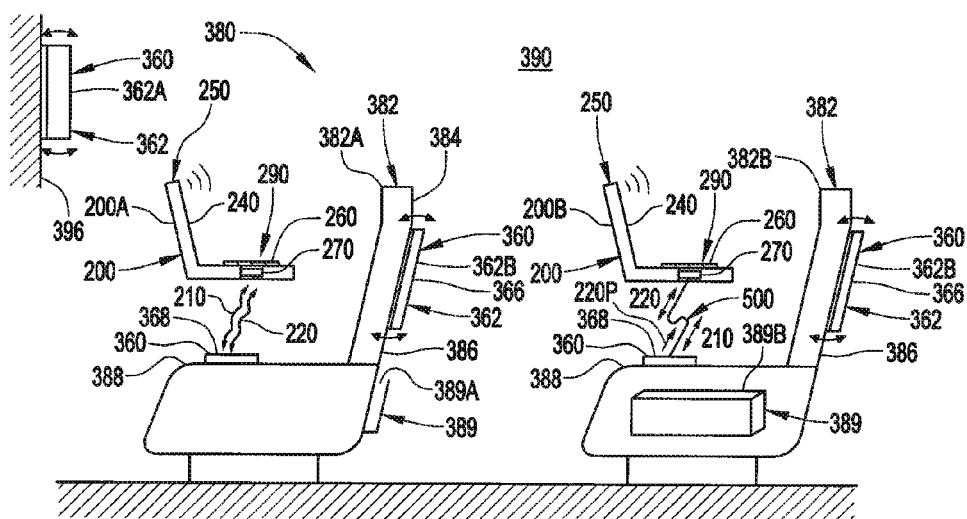
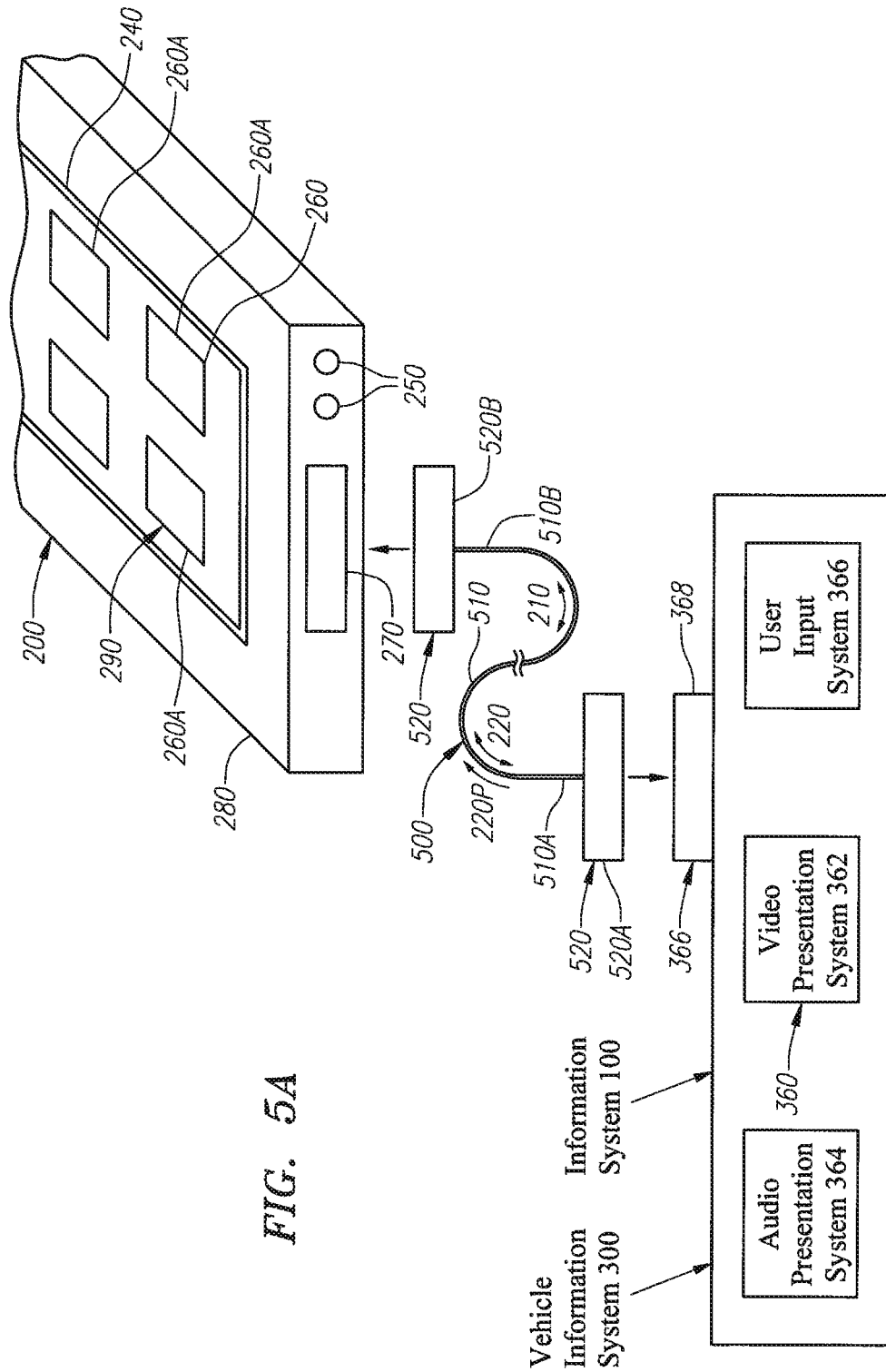
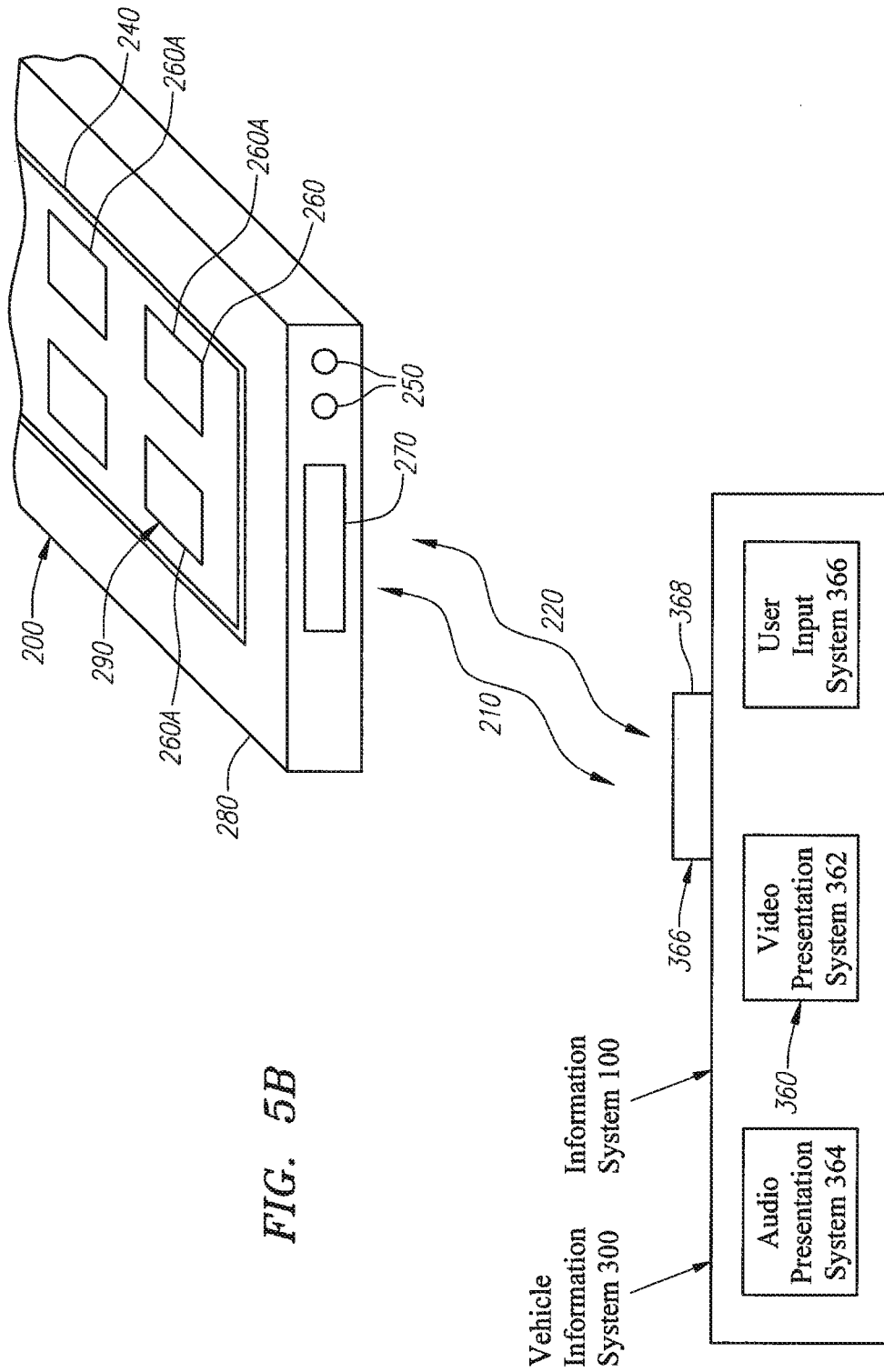


FIG. 4B





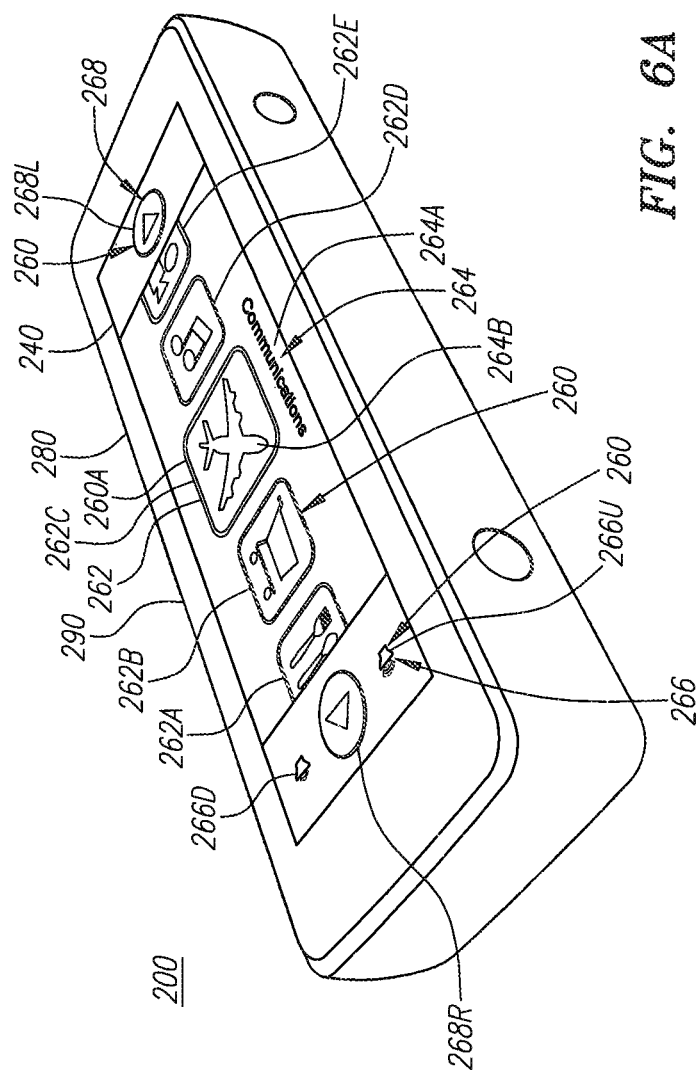


FIG. 6A

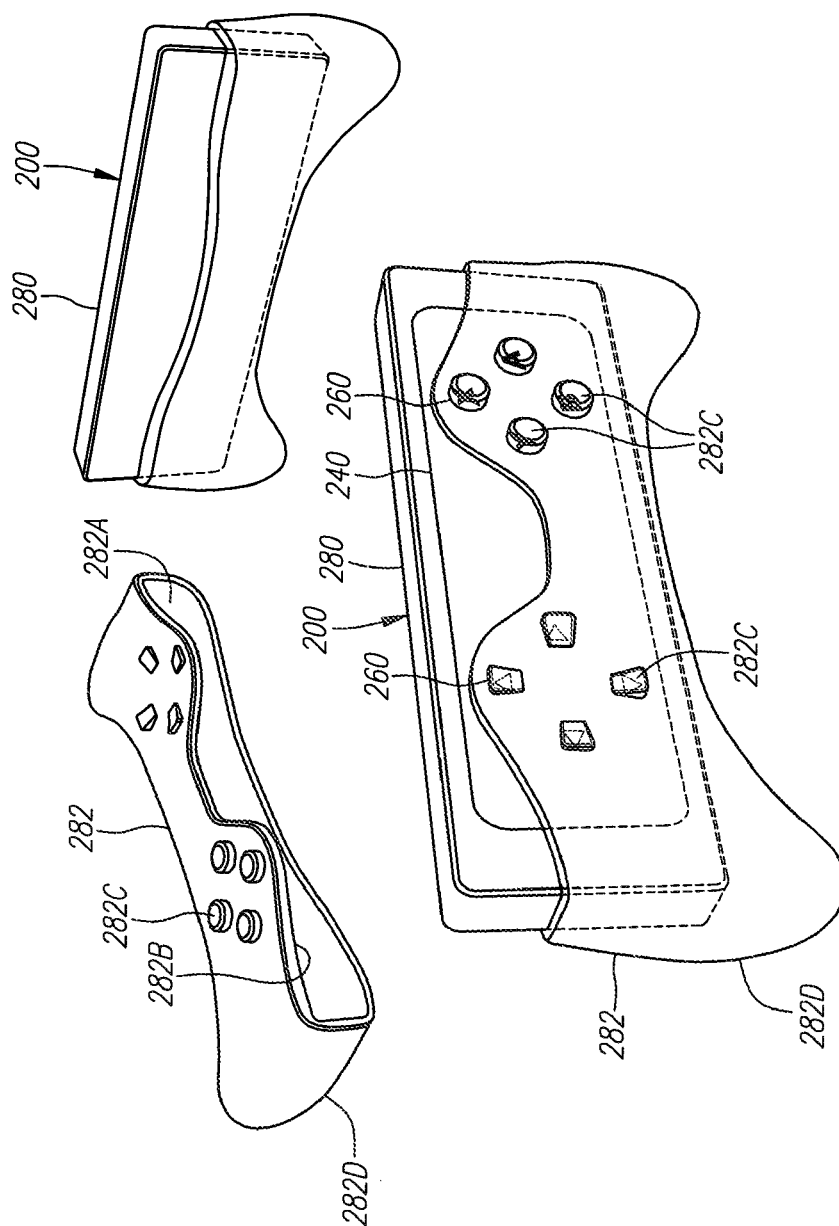


FIG. 6B

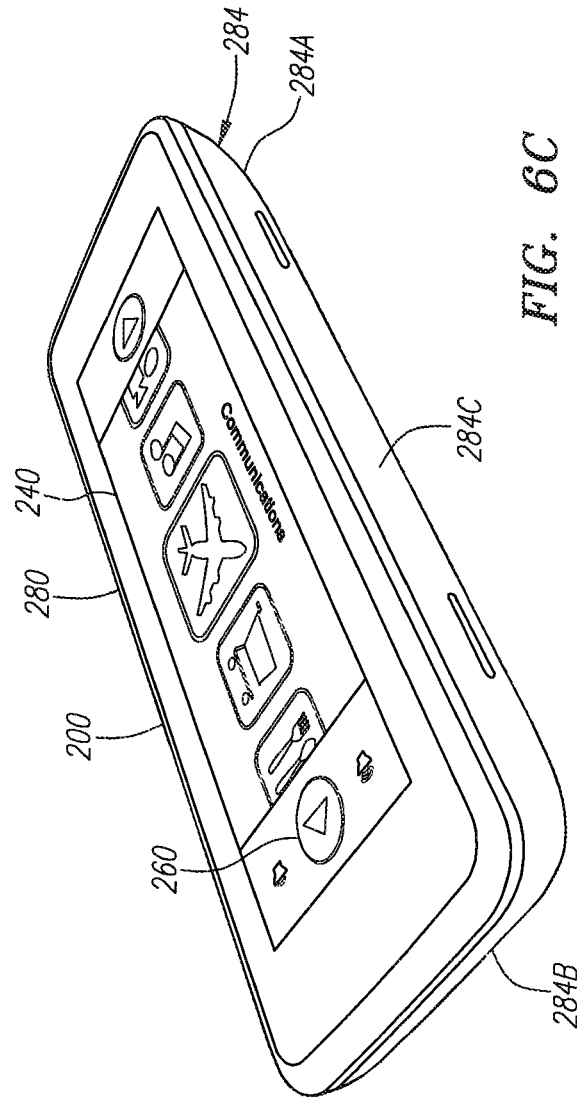
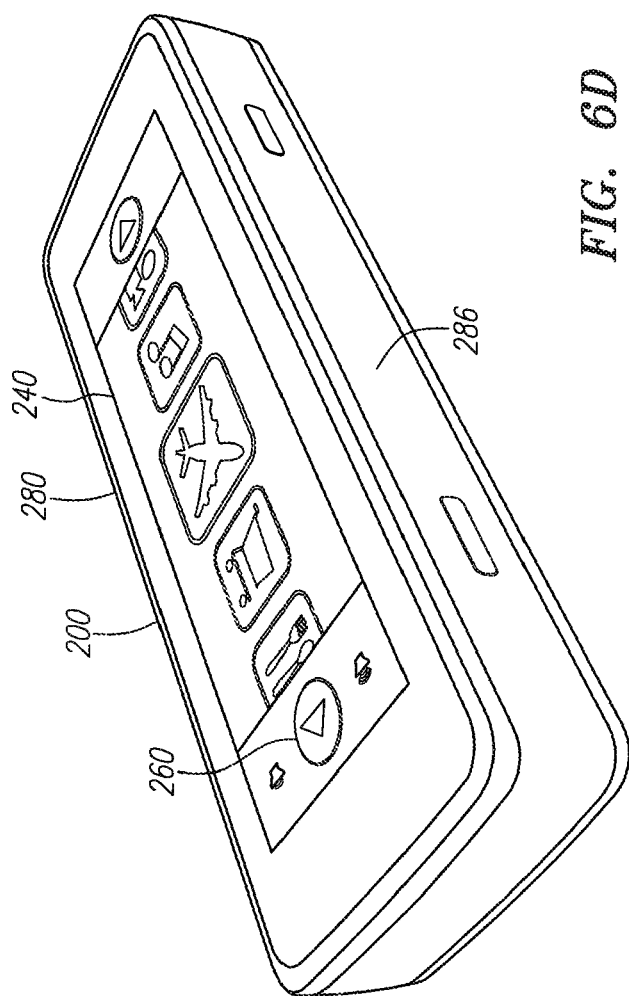


FIG. 6C



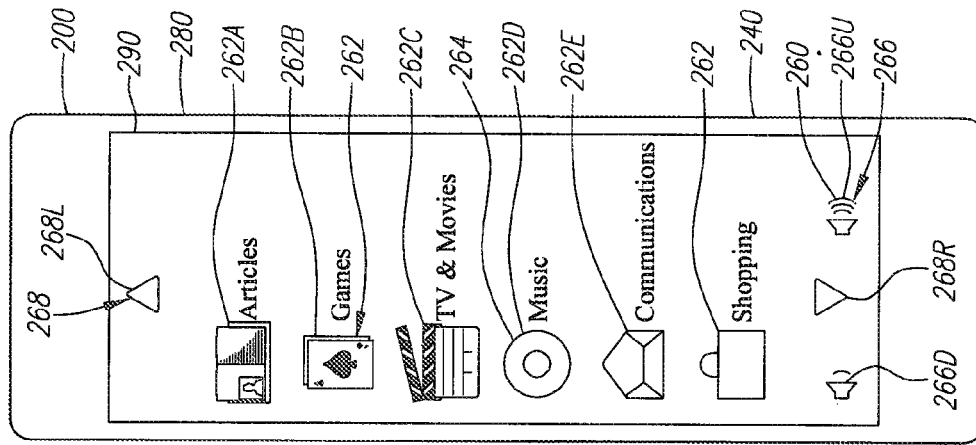


FIG. 7B

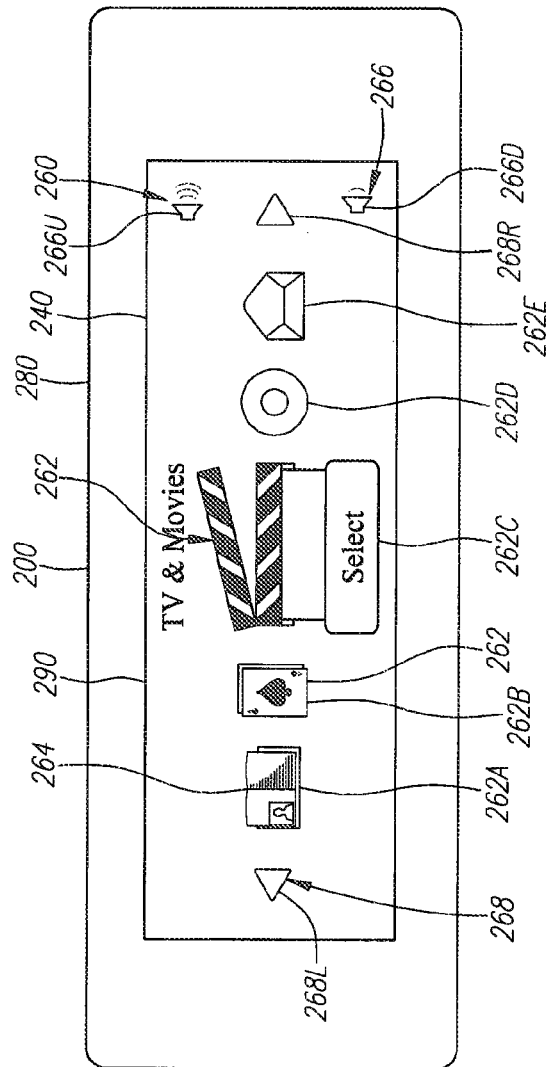


FIG. 7A

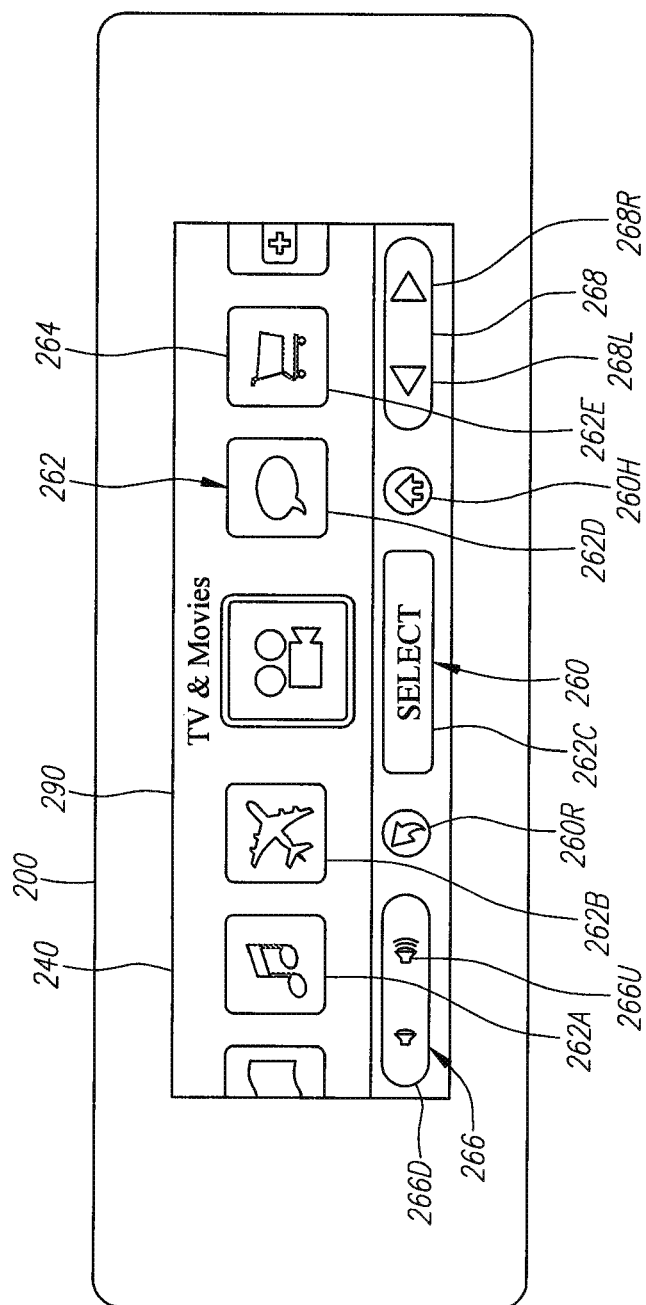


FIG. 7C

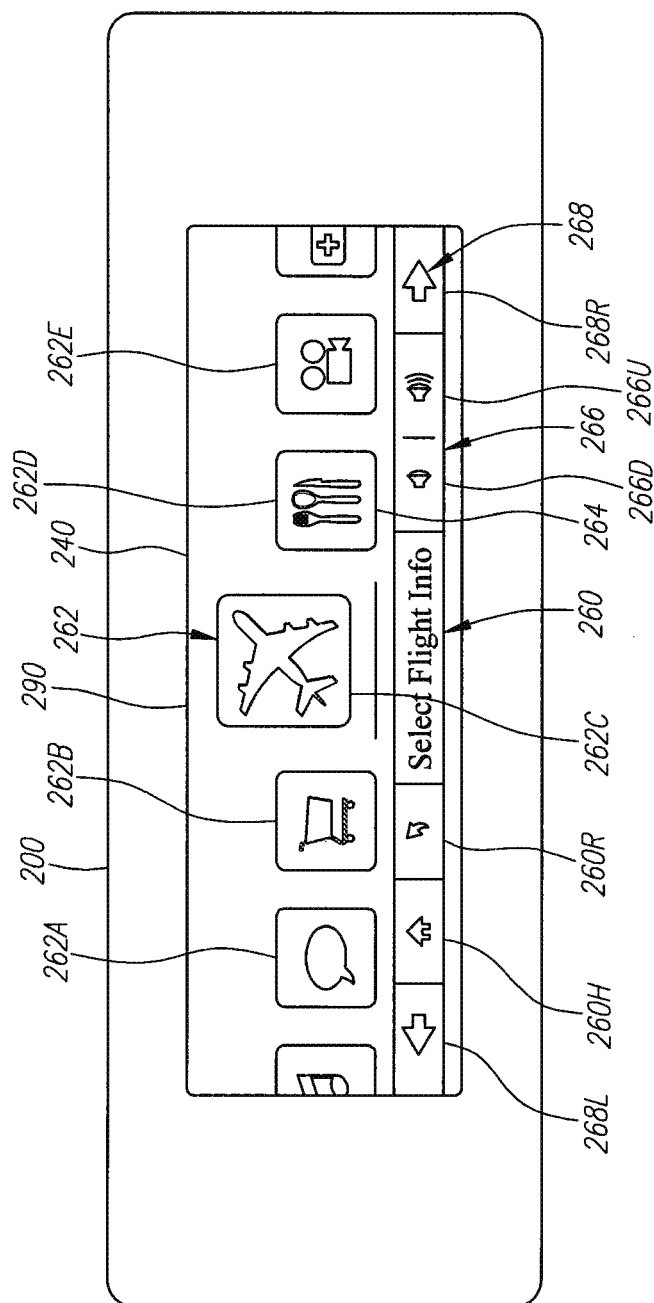


FIG. 7D

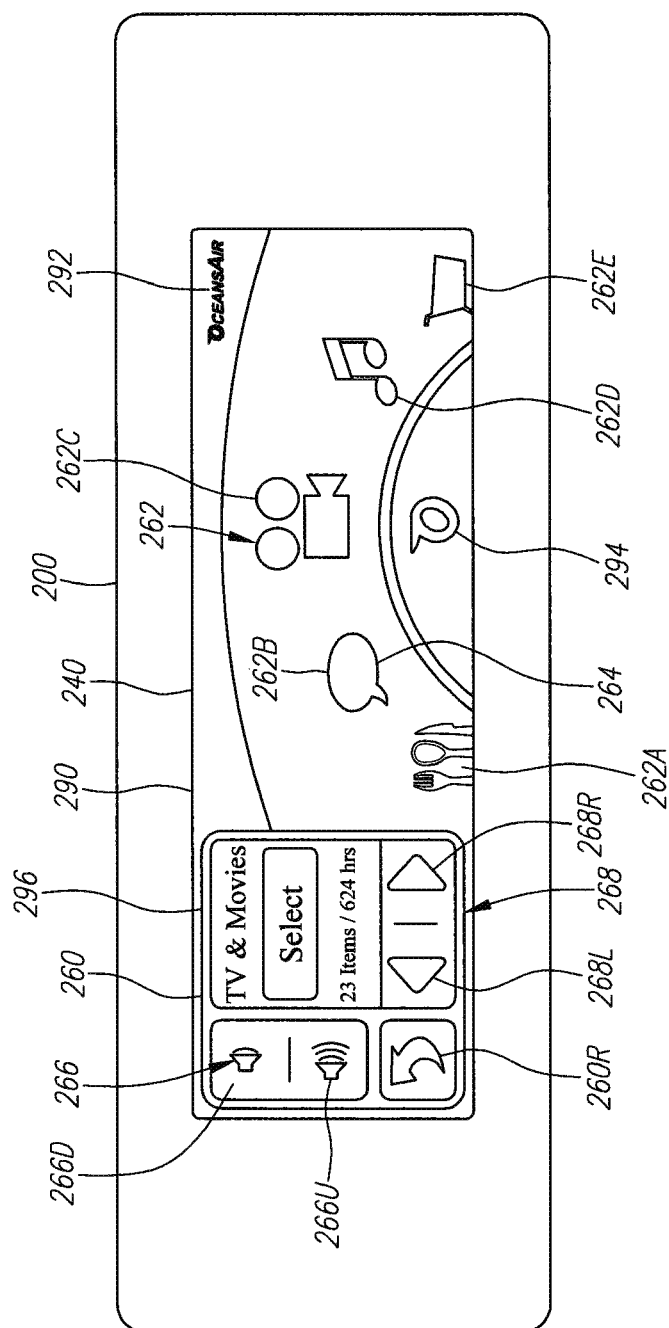


FIG. 7E

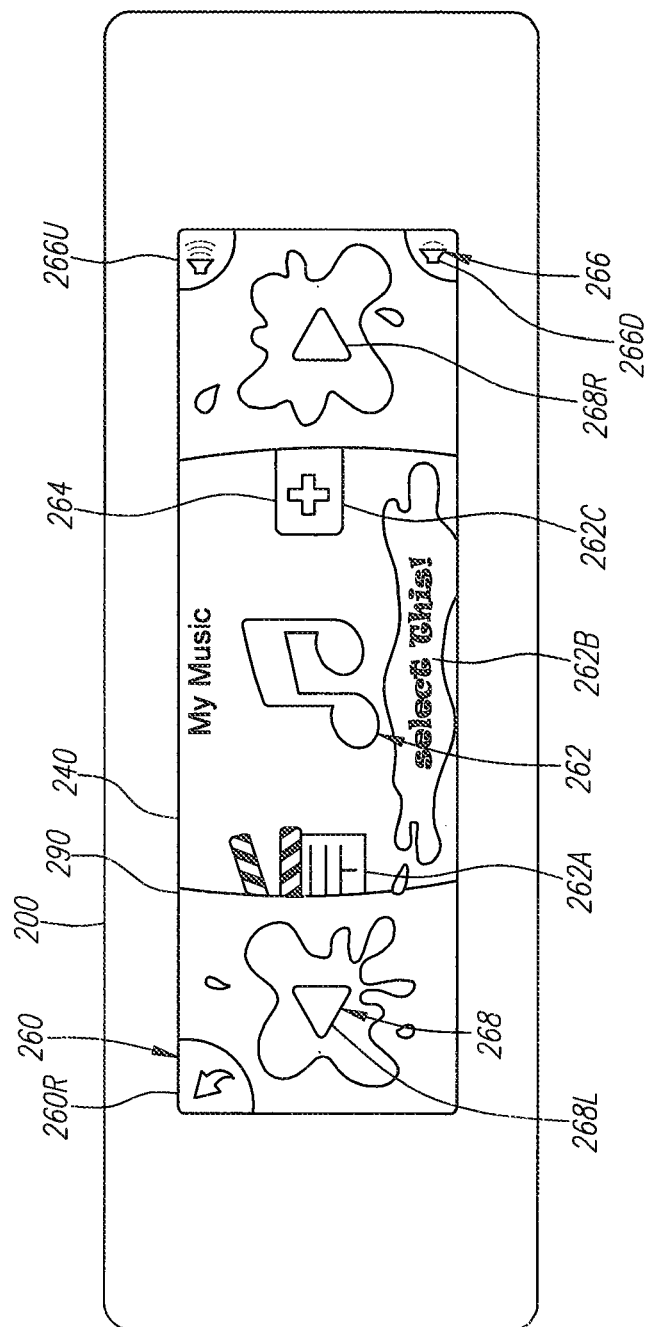
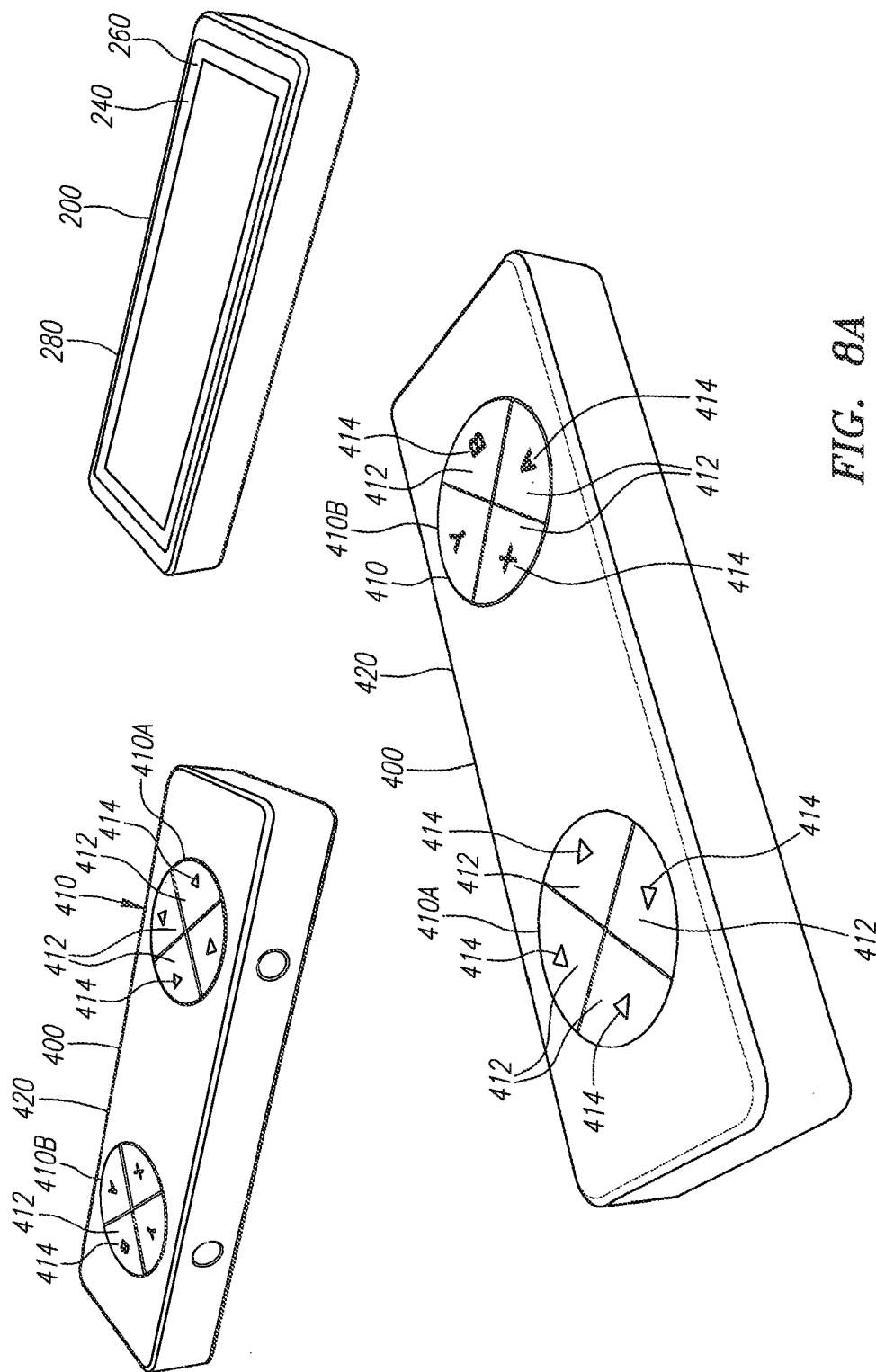
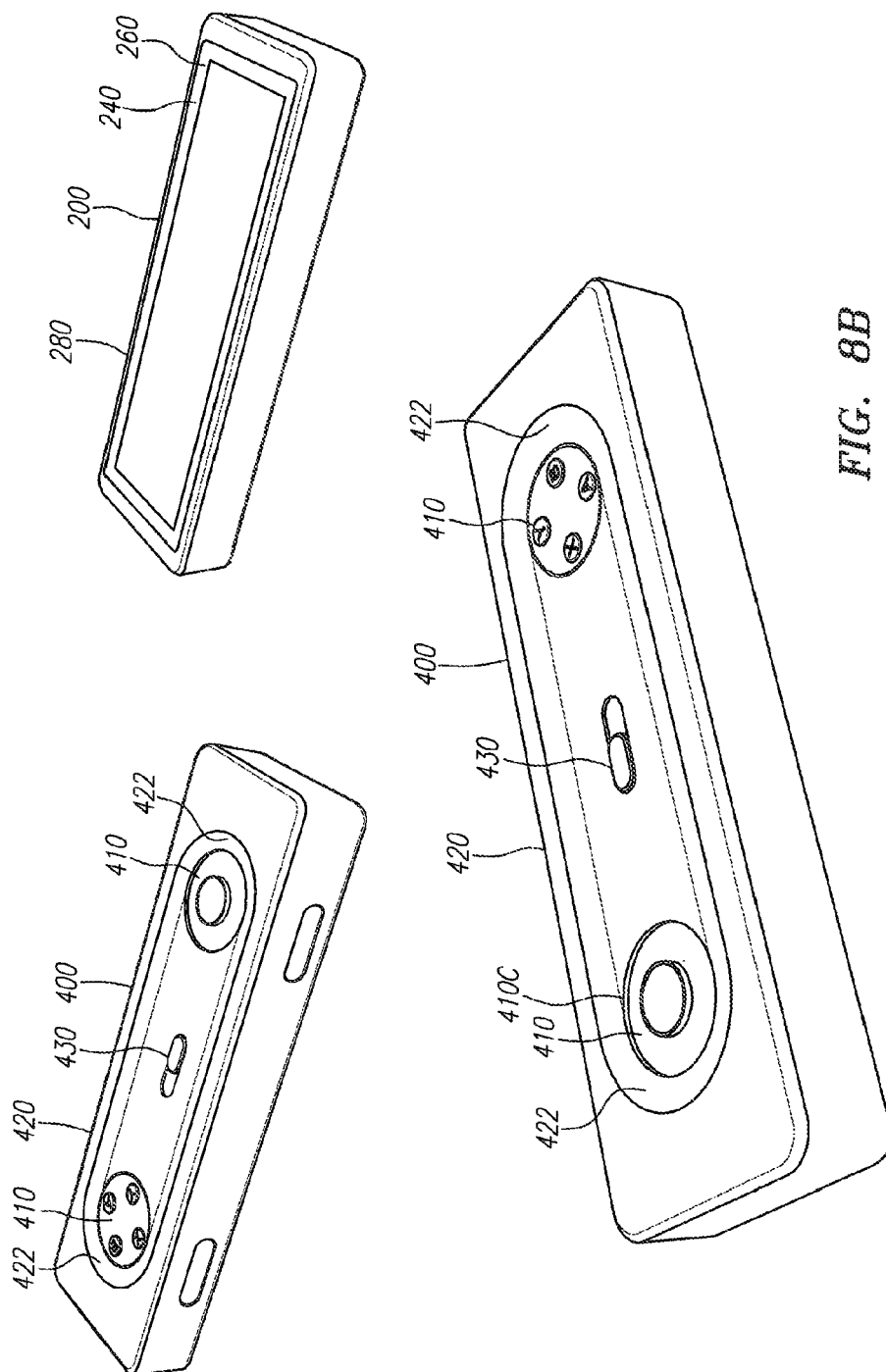


FIG. 7F





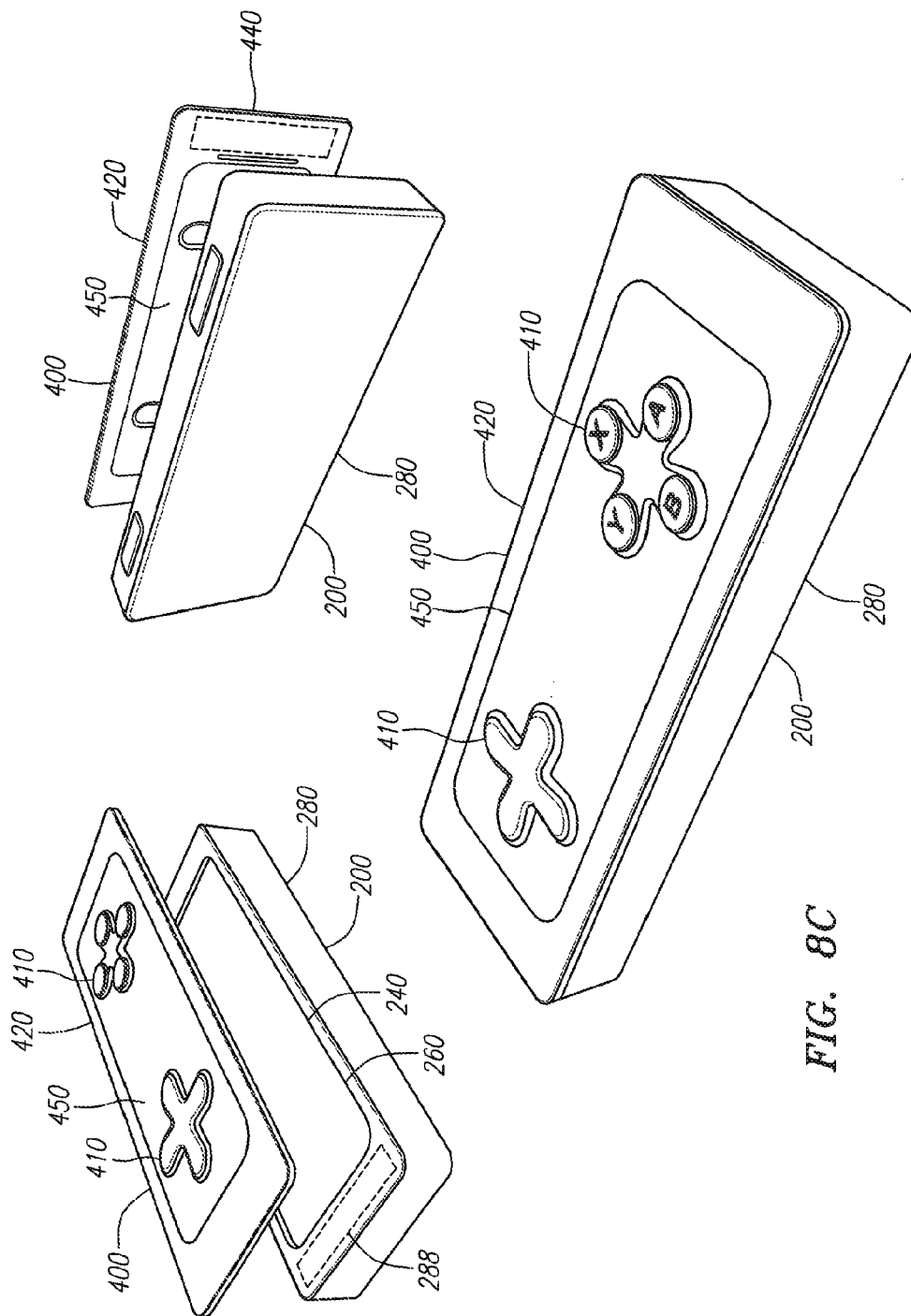
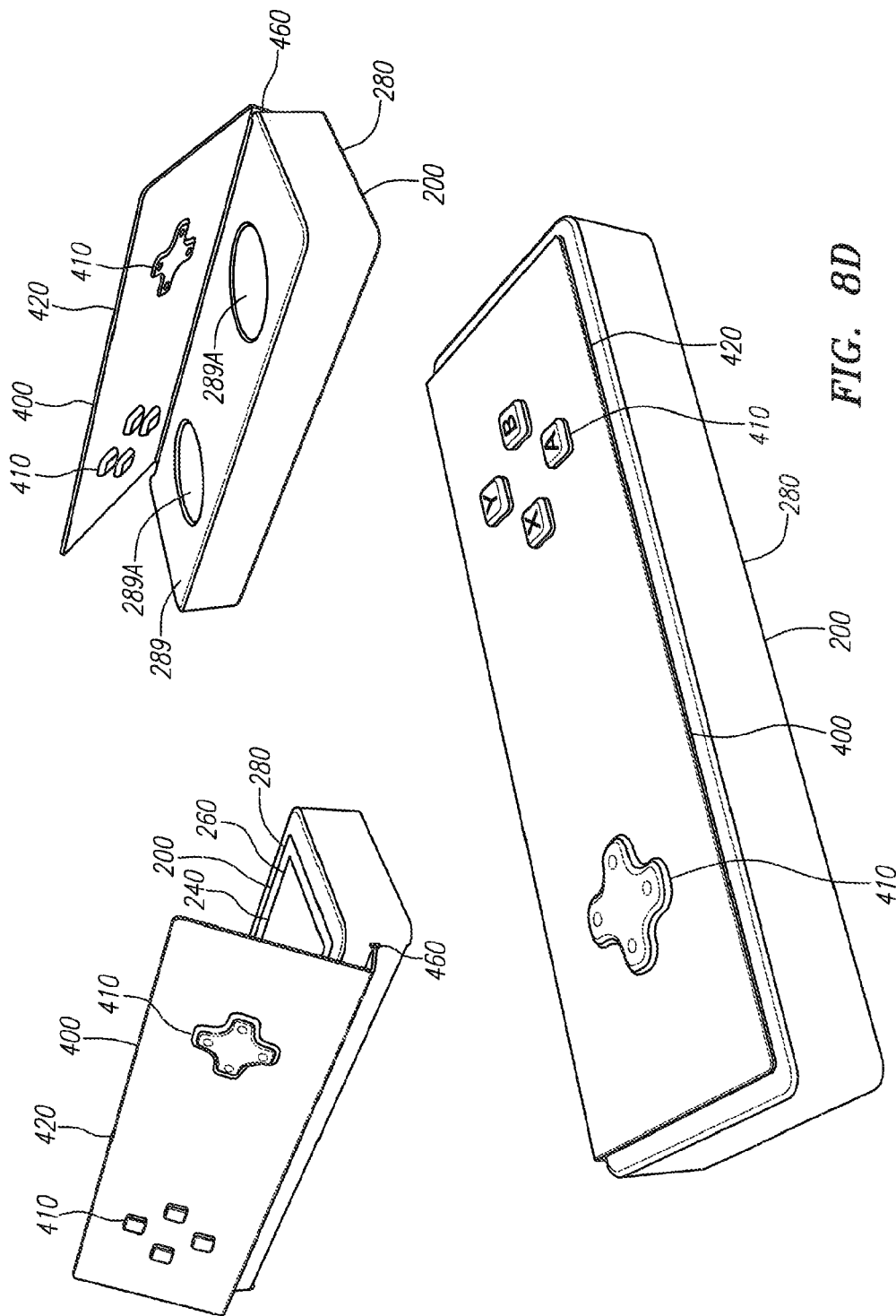


FIG. 8C



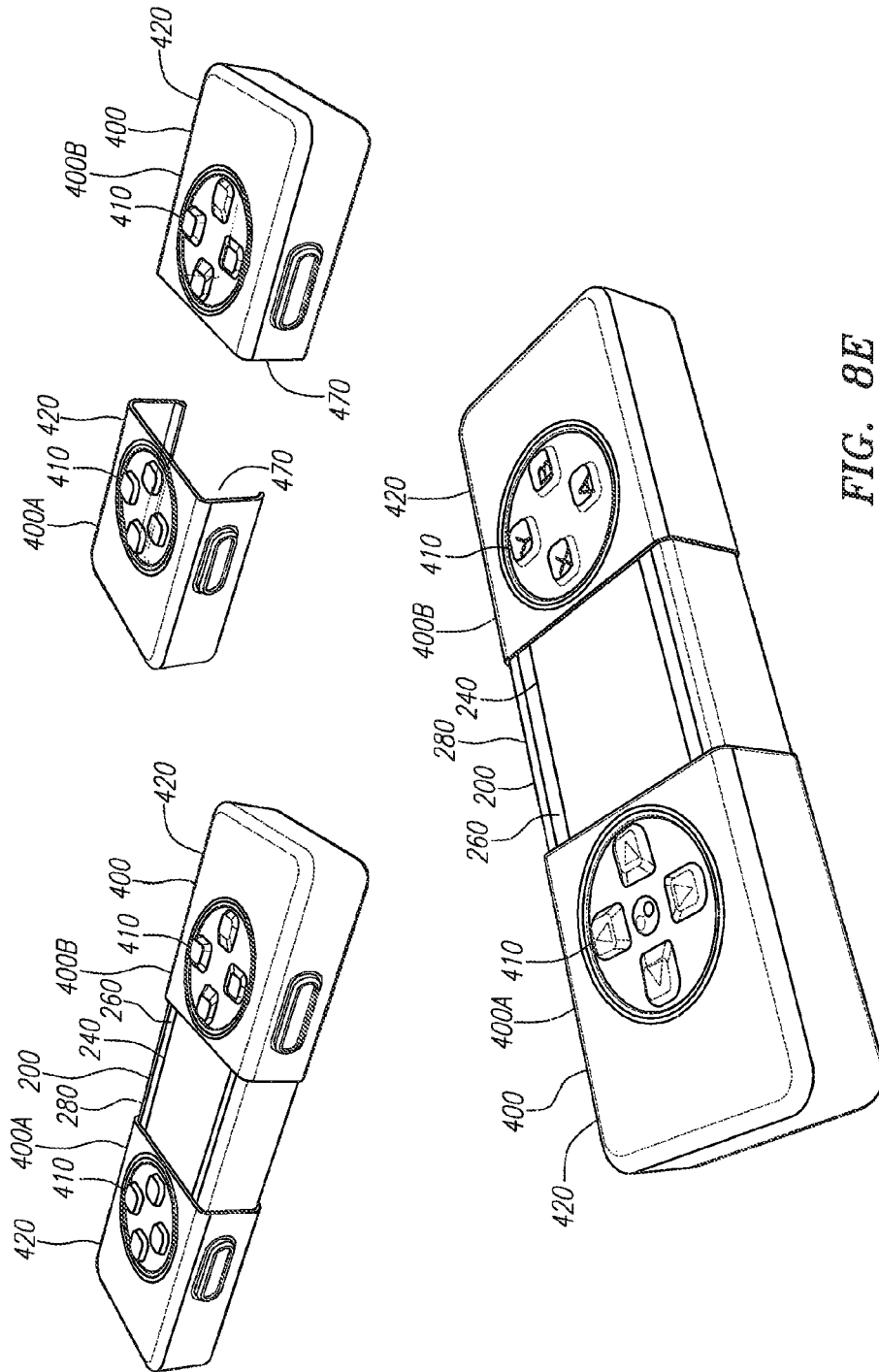


FIG. 8E

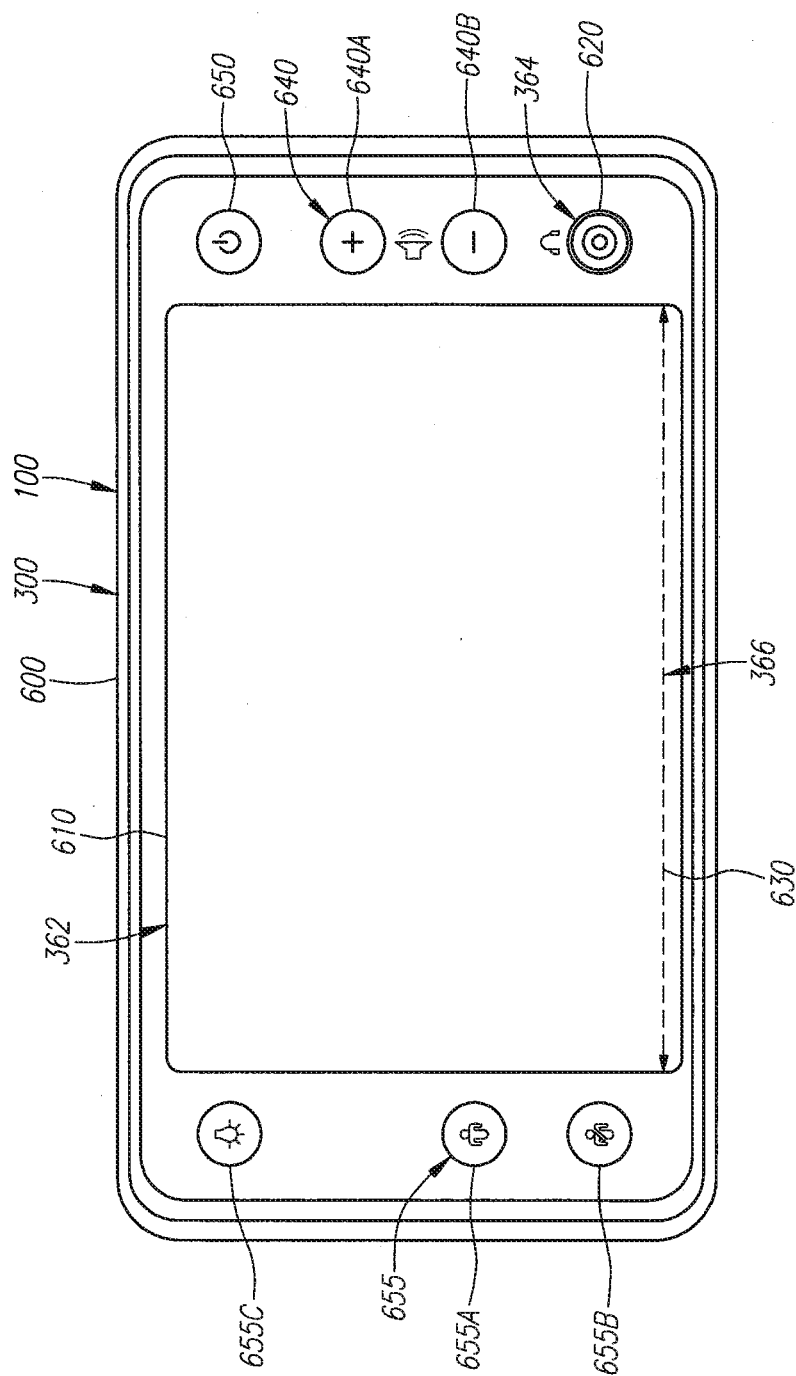


FIG. 9A

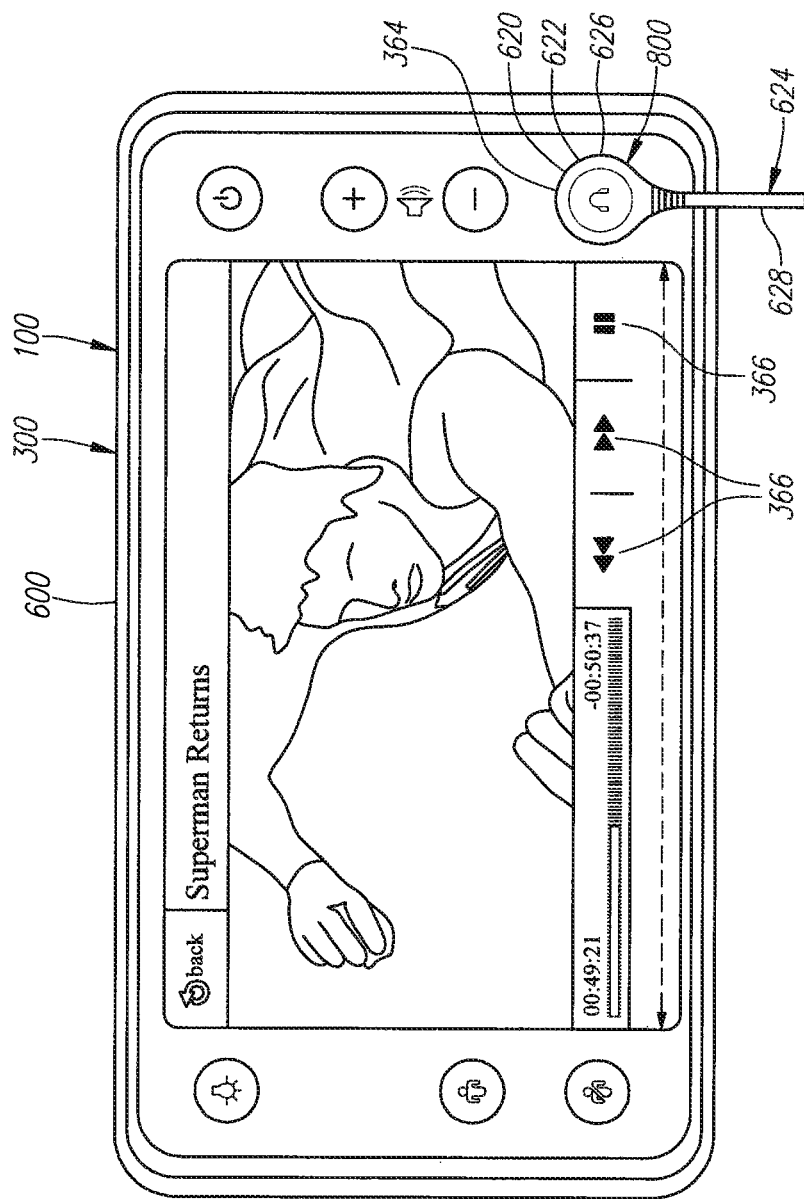


FIG. 9B

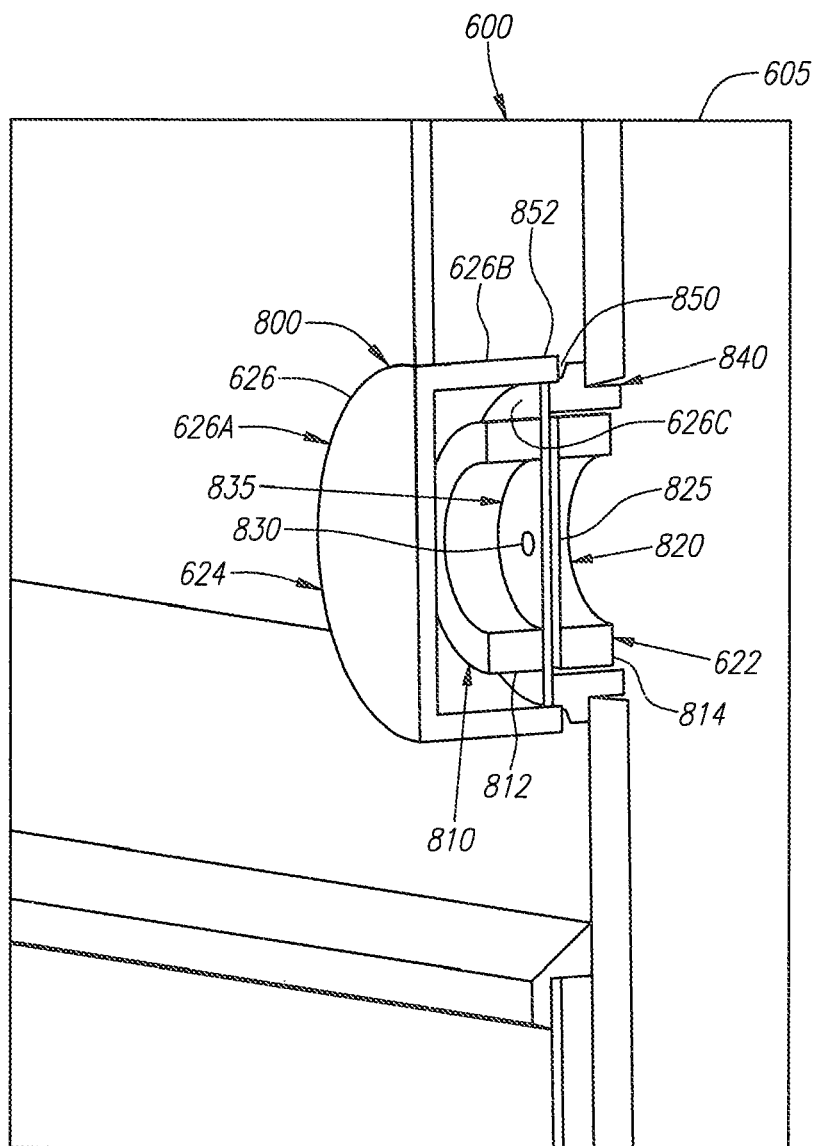


FIG. 9C

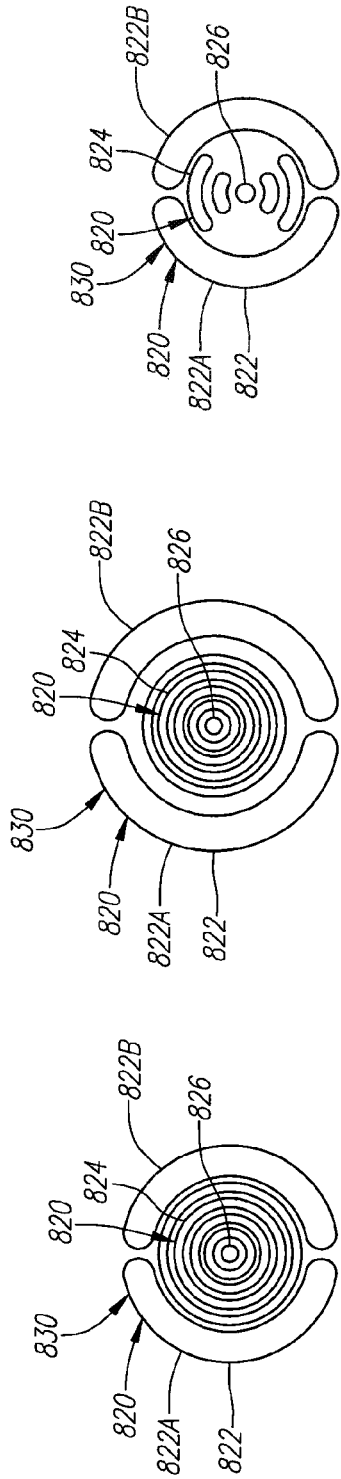


FIG. 10C

FIG. 10B

FIG. 10A

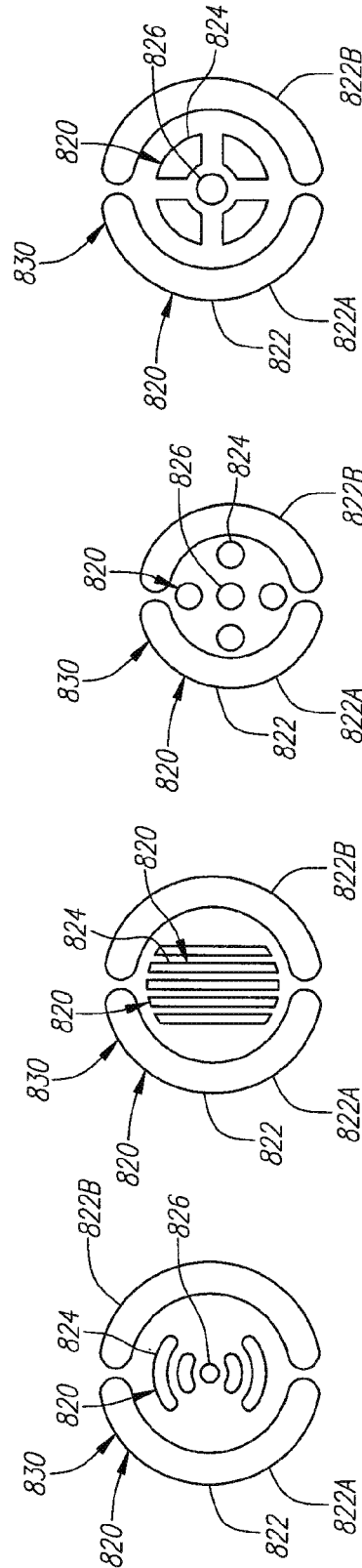


FIG. 10G

FIG. 10F

FIG. 10E

FIG. 10D

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PORTABLE USER CONTROL DEVICE AND METHOD FOR VEHICLE INFORMATION SYSTEMS

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a continuation of, and claims priority to, U.S. patent application Ser. No. 12/210,689, filed on Sep. 15, 2008, which claims priority to each of the following provisional patent applications: U.S. provisional patent application Ser. No. 60/972,383, filed on Sep. 14, 2007; and U.S. provisional patent application Ser. No. 60/972,667, filed on Sep. 14, 2007. Priority to each of the above patent applications is expressly claimed, and the disclosures of the patent applications are hereby incorporated herein by reference in their entirety and for all purposes.

CROSS-REFERENCE TO RELATED NONPROVISIONAL APPLICATIONS

The following United States nonprovisional patent applications are fully owned by the assignee of the present application and are filed on the same date as parent application Ser. No. 12/210,689. The disclosure of the nonprovisional patent applications are hereby incorporated herein by reference in their entirety and for all purposes:

“SYSTEM AND METHOD FOR INTERFACING A PORTABLE MEDIA DEVICE WITH A VEHICLE INFORMATION SYSTEM,” Ser. No. 12/210,624, filed Sep. 15, 2008;

“MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS,” Ser. No. 12/210,636, filed Sep. 15, 2008; and

“MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS,” Ser. No. 12/210,652, filed Sep. 15, 2008.

FIELD

The present disclosure relates generally to control systems and more particularly, but not exclusively, to handheld control systems suitable for interacting with vehicle information systems installed aboard passenger vehicles.

BACKGROUND

Vehicles, such as automobiles and aircraft, often include vehicle information systems for satisfying passenger demand for access to viewing content, such as entertainment, information content, or other viewing content, while traveling.

Conventional passenger information (or entertainment) systems typically include overhead cabin video systems or seat-based video systems with individual controls such that viewing content is selectable by the passengers. The viewing content can include audio and video content that is derived from a variety of content sources. Prerecorded viewing content, such as motion pictures and music, can be provided by internal content sources, such as audio and video players, that are installed aboard the vehicle. The conventional passenger information systems likewise can include an antenna system for receiving viewing content, such as live television programming and/or Internet content, transmitted from one or more content providers (or sources) that are external to, and/or remote from, the vehicle.

Such conventional passenger information systems, however, suffer from numerous disadvantages. Some passengers

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find the passenger information systems to be complicated to operate and the viewing content difficult to enjoy. Selection of the viewing content, for example, can prove difficult due to the awkward placement and operation of the user controls.

Similarly, the video systems of the passenger information systems typically are located distally from the passenger controls, such as overhead and/or on an opposing seatback. In addition, some or all of the passengers traveling aboard the vehicle can be inhibited from enjoying the viewing content if one or more of the video systems fail. Conventional passenger information systems further require a plurality of interface points and multiple cables, such as left audio, right audio, video, data, and/or power, for communicating with passengers' handheld personal media devices and do not support remote control for these personal media devices. Such system shortcomings are a frequent source of passenger complaints during travel.

In view of the foregoing, a need exists for an improved passenger information system and method that provides versatile and intuitive user controls in an effort to overcome the aforementioned obstacles and deficiencies of conventional passenger information systems.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is an exemplary top-level drawing illustrating an embodiment of a portable control device for interacting with an information system.

FIG. 2A is an exemplary top-level drawing illustrating the information system of FIG. 1, wherein the information system comprises a vehicle information system installed aboard an automobile.

FIG. 2B is an exemplary top-level drawing illustrating the vehicle information system of FIG. 2A, wherein the vehicle information system is installed aboard an aircraft.

FIG. 3 is an exemplary detail drawing illustrating one preferred embodiment of a distribution system for the vehicle information systems of FIGS. 2A-B.

FIG. 4A is an exemplary top-level drawing illustrating a passenger cabin of a vehicle, wherein the vehicle information system of FIGS. 2A-B has been installed.

FIG. 4B is an exemplary top-level drawing illustrating an embodiment of the vehicle information system of FIG. 4A, wherein the vehicle information system is in communication with the portable control device of FIG. 1.

FIG. 5A is an exemplary top-level drawing illustrating an embodiment of the portable control device of FIG. 1, wherein the portable control device is in communication with the vehicle information system of FIGS. 2A-B via a wired communication connection.

FIG. 5B is an exemplary top-level drawing illustrating an embodiment of the portable control device of FIG. 5A, wherein the portable control device is in communication with the vehicle information system via a wireless communication connection.

FIG. 6A is an exemplary detail drawing illustrating an embodiment of the portable control device of FIG. 1, wherein the portable control device presents a menu system that includes a plurality of user-selectable icons and is disposed within a handheld housing.

FIG. 6B is an exemplary detail drawing illustrating an embodiment of the portable control device of FIG. 6A, wherein the portable control device is disposed within an ergonomic cover assembly.

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FIG. 6C is an exemplary detail drawing illustrating an alternative embodiment of the portable control device of FIG. 6A, wherein the handheld housing includes tapered housing regions.

FIG. 6D is an exemplary detail drawing illustrating another alternative embodiment of the portable control device of FIG. 6A, wherein the handheld housing can be customized with branding indicia.

FIG. 7A is an exemplary detail drawing illustrating an alternative embodiment of the menu system of FIG. 6A.

FIG. 7B is an exemplary detail drawing illustrating an alternative embodiment of the menu system of FIG. 7A, wherein the menu system is provided as a vertical menu system.

FIG. 7C is an exemplary detail drawing illustrating another alternative embodiment of the menu system of FIG. 6A, wherein the user control system is provided as a toolbar.

FIG. 7D is an exemplary detail drawing illustrating an alternative embodiment of the menu system of FIG. 7C.

FIG. 7E is an exemplary detail drawing illustrating another alternative embodiment of the menu system of FIG. 6A, wherein the identifying indicia of the menu system are provided in a circular arrangement.

FIG. 7F is an exemplary detail drawing illustrating another alternative embodiment of the menu system of FIG. 6A, wherein the identifying indicia of the menu system are provided as customized identifying indicia.

FIG. 8A is an exemplary detail drawing illustrating an embodiment of the portable control device of FIGS. 6A-D, wherein the portable control device includes touchscreen display system and cooperates with a display overlay system.

FIG. 8B is an exemplary detail drawing illustrating an embodiment of the display overlay system of FIG. 8A, wherein the display overlay system includes a recess region for recessing an associated user controller interface portion within the overlay housing.

FIG. 8C is an exemplary detail drawing illustrating an alternative embodiment of the display overlay system of FIG. 8A, wherein the display overlay system removably couples with the portable control device via a magnetic coupling system.

FIG. 8D is an exemplary detail drawing illustrating another alternative embodiment of the display overlay system of FIG. 8A, wherein the display overlay system couples with the portable control device via a mechanical coupling system.

FIG. 8E is an exemplary detail drawing illustrating another alternative embodiment of the display overlay system of FIG. 8A, wherein the display overlay system is provided as a pair of display overlay systems.

FIG. 9A is an exemplary detail drawing illustrating an embodiment of an integrated audio/video presentation system for the vehicle information system of FIGS. 2A-B.

FIG. 9B is an exemplary detail drawing illustrating an embodiment of the integrated audio/video presentation system of FIG. 9A, wherein the integrated audio/video presentation system includes a break-away communication connector system for coupling a peripheral presentation system with the integrated audio/video presentation system.

FIG. 9C is an exemplary detail drawing illustrating an embodiment of the break-away communication connector system of FIG. 9B.

FIG. 10A is an exemplary detail drawing illustrating an embodiment of a system contact arrangement of the break-away communication connector system of FIGS. 9B-C, wherein the system contacts are provided in a concentric (or bull's eye) contact arrangement.

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FIG. 10B is an exemplary detail drawing illustrating an alternative embodiment of the contact arrangement of FIG. 10A, wherein a spacing between adjacent system contacts is not uniform.

FIG. 10C is an exemplary detail drawing illustrating another alternative embodiment of the contact arrangement of FIG. 10A, wherein the system contacts are provided as semi-circles.

FIG. 10D is an exemplary detail drawing illustrating an alternative embodiment of the contact arrangement of FIG. 10C, wherein a spacing between adjacent system contacts is not uniform.

FIG. 10E is an exemplary detail drawing illustrating another alternative embodiment of the contact arrangement of FIG. 10A, wherein the system contacts include an arrangement of straight system contacts.

FIG. 10F is an exemplary detail drawing illustrating another alternative embodiment of the contact arrangement of FIG. 10A, wherein the system contacts include an arrangement of round contacts.

FIG. 10G is an exemplary detail drawing illustrating another alternative embodiment of the contact arrangement of FIG. 10A, wherein the system contacts include an arrangement of pie-shaped contacts.

It should be noted that the figures are not drawn to scale and that elements of similar structures or functions are generally represented by like reference numerals for illustrative purposes throughout the FIGURES. It also should be noted that the figures are only intended to facilitate the description of the preferred embodiments. The figures do not illustrate every aspect of the described embodiments and do not limit the scope of the present disclosure.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Since currently-available passenger information systems are complicated to operate and suffer from the awkward placement and operation of the user controls, an information system with a user interface that includes a portable control device can prove desirable and provide a basis for a wide range of system applications, such as vehicle information systems for use aboard automobiles, aircraft, and other types of vehicles during travel. This result can be achieved, according to one embodiment disclosed herein, by a personal (or portable) user control device 200 as illustrated in FIG. 1.

Turning to FIG. 1, the personal user control device 200 is shown as being configured for use with an information system 100. The personal user control device 200 can be provided as a single, handheld unit that advantageously integrates typical user control functions. When in communication with the information system 100, the personal user control device 200 can automatically detect system status information from the information system 100. The system status information can include, for example, system functionality available from the information system 100, viewing content 210 (shown in FIGS. 2A-B) available from the information system 100, and/or a current system operation mode of the information system 100. The personal user control device 200 likewise provides a user interface system 290 (shown in FIG. 4B) that instinctively adapts to the detected system status information from the information system 100. In other words, the user interface system 290 of personal user control device 200 preferably is fully customizable. The personal user control device 200 thereby provides a versatile and intuitive manner for interacting with the information system 100.

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The personal user control device **200** supports a simple manner for permitting users (or passengers) to interact with the information system **100** using the user-friendly interface system **290**. Unlike conventional control devices that provide fixed user controls with dedicated control buttons, the user interface system **290** includes no (or a limited number of) dedicated buttons and enables the personal user control device **200** to provide a customizable environment for interacting with the information system **100**. As illustrated in FIG. 1, the personal user control device **200** can receive a control signal **220** identifying the current operation mode of the information system **100** and can adapt the appearance and/or operation of the user interface system **290** in accordance with the current operation mode of the information system **100**. The personal user control device **200** likewise can select desired system functionality, viewing content **210**, and/or system operation mode of the information system **100** via a control signal **220**. In other words, the personal user control device **200** can exchange control signals (or commands) **220**, such as user control signals (or user control instructions) **230** (shown in FIGS. 4A-B), with, and/or receive operating power **220P** (shown in FIG. 4B) from, the information system **100**.

When in communication with the information system **100**, the personal user control device **200** can be used in conjunction with a video presentation system **362** (shown in FIGS. 4A-B) and/or an audio presentation system **364** (shown in FIGS. 4A-B) of the information system **100**. The user interface system **290** of the personal user control device **200** likewise can include an integrated video display system **240** (shown in FIG. 4B) and/or audio system **250** (shown in FIG. 4B). System functionality, viewing content **210**, and/or system operation mode of the information system **100** thereby can be selected via the personal user control device **200**. The personal user control device **200** preferably becomes a seamless part of the information system **100**.

As desired, the personal user control device **200** can be provided as a handheld device, such as a personal media device, a laptop computer, a palmtop computer, a personal digital assistant (PDA), cellular telephone, and/or a MPEG Audio Layer 3 (MP3) device. Illustrative personal media devices are shown and described in the co-pending United States patent applications, entitled "SYSTEM AND METHOD FOR DOWNLOADING FILES," Ser. No. 10/772,565, filed on Feb. 4, 2004; entitled "PORTABLE MEDIA DEVICE AND METHOD FOR PRESENTING VIEWING CONTENT DURING TRAVEL," Ser. No. 11/154,749, filed on Jun. 15, 2005; and entitled "SYSTEM AND METHOD FOR RECEIVING BROADCAST CONTENT ON A MOBILE PLATFORM DURING INTERNATIONAL TRAVEL," Ser. No. 11/269,378, filed on Nov. 7, 2005, which are assigned to the assignee of the present application and the respective disclosures of which are hereby incorporated herein by reference in their entireties.

The viewing content **210** can comprise any conventional type of audio and/or video viewing content, such as stored (or time-delayed) viewing content and/or live (or real-time) viewing content, in the manner set forth in the above-referenced co-pending United States patent applications, entitled "SYSTEM AND METHOD FOR DOWNLOADING FILES," Ser. No. 10/772,565, filed on Feb. 4, 2004; entitled "PORTABLE MEDIA DEVICE AND METHOD FOR PRESENTING VIEWING CONTENT DURING TRAVEL," Ser. No. 11/154,749, filed on Jun. 15, 2005; and entitled "SYSTEM AND METHOD FOR RECEIVING BROADCAST CONTENT ON A MOBILE PLATFORM DURING INTERNATIONAL TRAVEL," Ser. No. 11/269,378, filed on Nov. 7, 2005. Exemplary viewing content **210** can include text mes-

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saging, electronic mail (or email), television programming content, music content, podcast content, photograph album content, audiobook content, movie content, and/or game content without limitation.

As desired, the viewing content **210** can include geographical information in the manner set forth in U.S. Pat. No. 6,661,353, entitled "METHOD FOR DISPLAYING INTERACTIVE FLIGHT MAP INFORMATION," which is assigned to the assignee of the present application and the disclosure of which is hereby incorporated herein by reference in its entirety. Alternatively, and/or additionally, to entertainment content, such as live satellite television programming and/or live satellite radio programming, the viewing content likewise can include two-way communications, such as real-time access to the Internet **310C** (shown in FIG. 2B) and/or telecommunications in the manner set forth in United States patent No. 5,568,484, entitled "TELECOMMUNICATIONS SYSTEM AND METHOD FOR USE ON COMMERCIAL AIRCRAFT AND OTHER VEHICLES," which is assigned to the assignee of the present application and the disclosure of which is hereby incorporated herein by reference in its entirety. It is understood that the exemplary viewing content as shown and described herein are not exhaustive and are provided herein for purposes of illustration only and not for purposes of limitation.

Although the information system **100** can be disposed in a fixed location, such as a building, the information system **100** likewise can advantageously be applied in portable system applications. Turning to FIGS. 2A-B, the information system **100** is shown as comprising a vehicle information system **300** that can be configured for installation aboard a wide variety of vehicles **390**. Exemplary types of vehicles can include an automobile **390A** (shown in FIG. 2A), an aircraft **390B** (shown in FIG. 2B), a bus, a recreational vehicle, a boat, and/or a locomotive, or any other type of passenger vehicle without limitation. If installed on an aircraft **390B** as illustrated in FIG. 2B, for example, the vehicle information system **300** can comprise a conventional aircraft passenger in-flight entertainment system, such as the Series 2000, 3000, eFX, and/or eX2 in-flight entertainment system as manufactured by Panasonic Avionics Corporation (formerly known as Matsushita Avionics Systems Corporation) of Lake Forest, Calif.

As shown in FIGS. 2A-B, the vehicle information system **300** comprises at least one conventional content source **310** and one or more user (or passenger) interface systems **360** that communicate via a real-time content distribution system **320**. Each content source **310** can be provided in the manner set forth in the co-pending United States patent applications, entitled "SYSTEM AND METHOD FOR DOWNLOADING FILES," Ser. No. 10/772,565, filed on Feb. 4, 2004; entitled "SYSTEM AND METHOD FOR MANAGING CONTENT ON MOBILE PLATFORMS," Ser. No. 11/123,327, filed on May 6, 2005; entitled "PORTABLE MEDIA DEVICE AND METHOD FOR PRESENTING VIEWING CONTENT DURING TRAVEL," Ser. No. 11/154,749, filed on Jun. 15, 2005; and entitled "SYSTEM AND METHOD FOR RECEIVING BROADCAST CONTENT ON A MOBILE PLATFORM DURING INTERNATIONAL TRAVEL," Ser. No. 11/269,378, filed on Nov. 7, 2005, which are assigned to the assignee of the present application and the respective disclosures of which are hereby incorporated herein by reference in their entireties.

The content sources **310** can include one or more internal content sources, such as server system **310A**, that are installed aboard the vehicle **390** and/or remote (or terrestrial) content sources **310B** that can be external from the vehicle **390**. The

server system **310A** can be provided as an information system controller for providing overall system control functions for the vehicle information system **300** and/or at least one media (or file) server system, as illustrated in FIGS. 2A-B), for storing preprogrammed content and/or downloaded viewing content **210D**, as desired. The server system **310A** can include, and/or communicate with, one or more conventional peripheral media storage systems (not shown), including optical media devices, such as a digital video disk (DVD) system or a compact disk (CD) system, and/or magnetic media systems, such as a video cassette recorder (VCR) system or a hard disk drive (HDD) system, of any suitable kind, for storing the preprogrammed content and/or the downloaded viewing content **210D**.

Being configured to distribute and/or present the viewing content **210** provided by one or more selected content sources **310**, the vehicle information system **300** can communicate with the content sources **310** in real time and in any conventional manner, including via wired and/or wireless communications. The vehicle information system **300** and the terrestrial content source **310B**, for example, can communicate in any conventional wireless manner, including directly and/or indirectly via an intermediate communication system **370**, such as a satellite communication system **370A**. The vehicle information system **300** thereby can receive download viewing content **210D** from a selected terrestrial content source **310B** and/or transmit upload viewing content **210U**, including navigation and other control instructions, to the terrestrial content source **310B**. As desired, the terrestrial content source **310B** can be configured to communicate with other terrestrial content sources (not shown). The terrestrial content source **310B** is shown in FIG. 2B as providing access to the Internet **310C**. Although shown and described as comprising the satellite communication system **370A** for purposes of illustration, it is understood that the communication system **370** can comprise any conventional type of wireless communication system, such as a cellular communication system (not shown) and/or an Aircraft Ground Information System (AGIS) communication system (not shown).

To facilitate communications with the terrestrial content sources **310B**, the vehicle information system **300** can include an antenna system **330** and a transceiver system **340** for receiving the viewing content from the remote (or terrestrial) content sources **310B** as shown in FIGS. 2A-B. The antenna system **330** preferably is disposed outside the vehicle **390**, such as an exterior surface **394** of a fuselage **392** of the aircraft **390B**. The antenna system **330** can receive viewing content **210** from the terrestrial content source **310B** and provide the received viewing content **210**, as processed by the transceiver system **340**, to a computer system **350** of the vehicle information system **300**. The computer system **350** can provide the received viewing content **210** to the media server system **310A** and/or to one or more of the user interfaces **360**, as desired. Although shown and described as being separate systems for purposes of illustration, the computer system **350** and the media server system **310A** can be at least partially integrated.

The vehicle information system elements, including the content sources **310** and the user interface systems **360**, are shown in FIGS. 2A-B as communicating via the content distribution system **320**. FIG. 3 illustrates an exemplary content distribution system **320** for the vehicle information system **300**. The content distribution system **320** of FIG. 3 couples, and supports communication between a headend system **310H**, which includes the content sources **310**, and the plurality of user interface systems **360**. The distribution system **320** as shown in FIG. 3 is provided in the manner set forth

co-pending United States patent application, entitled "SYSTEM AND METHOD FOR ROUTING COMMUNICATION SIGNALS VIA A DATA DISTRIBUTION NETWORK," Ser. No. 11/277,896, filed on Mar. 29, 2006, and in U.S. Pat. Nos. 5,596,647, 5,617,331, and 5,953,429, each entitled "INTEGRATED VIDEO AND AUDIO SIGNAL DISTRIBUTION SYSTEM AND METHOD FOR USE ON COMMERCIAL AIRCRAFT AND OTHER VEHICLES," which are assigned to the assignee of the present application and the respective disclosures of which are hereby incorporated herein by reference in their entireties.

As desired, the distribution system **320** likewise can include a network management system (not shown) provided in the manner set forth in co-pending United States patent applications, entitled "SYSTEM AND METHOD FOR IMPROVING NETWORK RELIABILITY," Ser. No. 10/773,523, filed on Feb. 6, 2004, and entitled "SYSTEM AND METHOD FOR IMPROVING NETWORK RELIABILITY," Ser. No. 11/086,510, filed on Mar. 21, 2005, which are assigned to the assignee of the present application and the respective disclosures of which are hereby incorporated herein by reference in their entireties.

As illustrated in FIG. 3, the distribution system **320** can be provided as a plurality of area distribution boxes (ADB) **322**, a plurality of floor disconnect boxes (FDBs) **323**, and a plurality of seat electronics boxes (SEBs) (and/or premium seat electronics boxes (PSEBs)) **324** being configured to communicate in real time via a plurality of wired and/or wireless communication connections **325**. The distribution system **320** likewise can include a switching system **321** for providing an interface between the distribution system **320** and the headend system **310H**. The switching system **321** can comprise a conventional switching system, such as an Ethernet switching system, and is configured to couple the headend system **310H** with the area distribution boxes **322**. Each of the area distribution boxes **322** is coupled with, and communicates with, the switching system **321**.

Each of the area distribution boxes **322**, in turn, is coupled with, and communicates with, at least one floor disconnect box **323**. Although the area distribution boxes **322** and the associated floor disconnect boxes **323** can be coupled in any conventional configuration, the associated floor disconnect boxes **323** preferably are disposed in a star network topology about a central area distribution box **322** as illustrated in FIG. 3. Each floor disconnect box **323** is coupled with, and services, a plurality of daisy-chains of seat electronics boxes **324**. The seat electronics boxes **324**, in turn, are configured to communicate with the user interface systems **360**. Each seat electronics box **324** can support one or more of the user interface systems **360**.

As desired, the floor disconnect boxes **323** advantageously can be provided as routing systems and/or interconnected in the manner set forth in the above-referenced co-pending United States patent application, entitled "SYSTEM AND METHOD FOR ROUTING COMMUNICATION SIGNALS VIA A DATA DISTRIBUTION NETWORK," Ser. No. 11/277,896, filed on Mar. 29, 2006. The distribution system **320** can include at least one FDB internal port bypass connection **325A** and/or at least one SEB loopback connection **325B**. Each FDB internal port bypass connection **325A** is a communication connection **325** that permits floor disconnect boxes **323** associated with different area distribution boxes **322** to directly communicate. Each SEB loopback connection **325B** is a communication connection **325** that directly couples the last seat electronics box **324** in each daisy-chain of seat electronics boxes **324** for a selected floor disconnect box **323** as shown in FIG. 3. Each SEB loopback

connection 325B therefore forms a loopback path among the daisy-chained seat electronics boxes 324 coupled with the relevant floor disconnect box 323.

Returning to FIGS. 2A-B, the user interface systems 360 are provided for selecting viewing content 210 and for presenting the selected viewing content 210. As desired, the user interface systems 360 can comprise conventional passenger interfaces and can be provided in the manner set forth in the above-referenced co-pending United States patent application, entitled "PORTABLE MEDIA DEVICE AND METHOD FOR PRESENTING VIEWING CONTENT DURING TRAVEL," Ser. No. 11/154,749, filed on Jun. 15, 2005, as well as in the manner set forth in the co-pending United States patent application, entitled "SYSTEM AND METHOD FOR PRESENTING HIGH-QUALITY VIDEO TO PASSENGERS ON A MOBILE PLATFORM," Ser. No. 60/673,171, filed on Apr. 19, 2005, the disclosure of which is hereby incorporated herein by reference in its entirety.

FIG. 4A provides a view of a passenger cabin 380 of a passenger vehicle 390, such as the automobile 390A (shown in FIG. 2A) and/or the aircraft 390B (shown in FIG. 2B), aboard which the vehicle information system 300 has been installed. The passenger cabin 380 is illustrated as including a plurality of passenger seats 382, and each passenger seat 382 is associated with a selected user interface system 360. Each user interface system 360 can include a video interface system 362 and/or an audio interface system 364. Exemplary video interface systems 362 can include overhead cabin display systems 362A with central controls, seatback display systems 362B or armrest display systems (not shown) each with individualized controls, crew display panels, and/or handheld presentation systems. The audio interface systems 364 can be provided in any conventional manner, including an overhead speaker system 364A, the handheld presentation systems, and/or headphones coupled with an audio jack provided, for example, at an armrest 388 of the passenger seat 382. A speaker system likewise can be associated with the passenger seat 382, such as a speaker system 364B disposed within a base 384B of the passenger seat 382 and/or a speaker system 364C disposed within a headrest 384C of the passenger seat 382. In a preferred embodiment, the audio interface system 364 can include an optional noise-cancellation system for further improving sound quality produced by the audio interface system 364.

The video interface systems 362 and the audio interface systems 364 can be installed at any suitable cabin surface, such as a seatback 386, wall 396, ceiling, and/or bulkhead, or an armrest 388 of a passenger seat 382 in any conventional manner including via a mounting system 363 provided in the manner set forth co-pending United States patent applications, entitled "SYSTEM AND METHOD FOR MOUNTING USER INTERFACE DEVICES," Ser. No. 11/828,193, filed on Jul. 25, 2007, and entitled "USER INTERFACE DEVICE AND METHOD FOR PRESENTING VIEWING CONTENT," Ser. No. 11/835,371, filed on Aug. 7, 2007, which are assigned to the assignee of the present application and the respective disclosures of which are hereby incorporated herein by reference in their entireties.

As shown in FIG. 4A, the user interface system 360 likewise can include an input system 366 for permitting the user (or passenger) to communicate with the vehicle information system 300, such as via an exchange of control signals 220. For example, the input system 366 can permit the user to enter one or more user instructions 230 for controlling the operation of the vehicle information system 300. Illustrative user instructions 230 can include instructions for initiating communication with the content source 310, instructions for

selecting viewing content 210 for presentation, and/or instructions for controlling the presentation of the selected viewing content 210. If a fee is required for accessing the viewing content 210, payment information likewise can be entered via the input system 366.

The input system 366 can be provided in any conventional manner and typically includes one or more switches (or push-buttons), such as a keyboard or a keypad, and/or a pointing device, such as a mouse, trackball, or stylus. As desired, the input system 366 can be at least partially integrated with, and/or separable from, the associated video interface system 362 and/or audio interface system 364. For example, the video interface system 362 and the input system 366 can be provided as a touchscreen display system. The input system 366 likewise can include one or more input ports (not shown) for coupling a peripheral input device (not shown), such as a full-size computer keyboard, an external mouse, and/or a game pad, with the vehicle information system 300.

Preferably, at least one of the user interface systems 360 includes a wired and/or wireless access point 368, such as a conventional communication port (or connector), for coupling a personal user control device 200 (shown in FIG. 4B) with the vehicle information system 300. Passengers (not shown) who are traveling aboard the vehicle 390 thereby can enjoy personally-selected viewing content during travel. The access point 368 is located proximally to an associated passenger seat 382 and can be provided at any suitable cabin surface, such as a seatback 386, wall 396, ceiling, and/or bulkhead.

Turning to FIG. 4B, the personal user control devices 200 and the vehicle information system 300 are shown as communicating via respective access points 368. Being provided in the manner set forth above with reference to FIG. 1, the illustrated personal user control devices 200 each include a user interface system 290. The user interface systems 290 can comprise a video display system 240 for visually presenting the viewing content 210 and/or an audio system 250 for audibly presenting the viewing content 210. Each user interface system 290 likewise can include a user control system 260, which can be provided in any conventional manner and typically includes one or more switches (or pushbuttons), such as a keyboard or a keypad, and/or a pointing device, such as a mouse, trackball, or stylus. The personal user control devices 200 thereby can select desired viewing content 210 and control the manner in which the selected viewing content 210 is received and/or presented.

The personal user control devices 200 likewise include a communication port (or connector) 270. The communication port 270 enables the personal user control devices 200 to communicate with the vehicle information system 300 via the access points 368 of the user interface systems 360. As illustrated with personal user control device 200A, the communication port 270 and the access points 368 can supported wireless communications; whereas, support for wired communications between the communication port 270 and the access points 368 via a communication cable assembly 500 is shown with personal user control device 200B. When the communication port 270 and the access points 368 are in communication, the vehicle information system 300 supports a simple manner for permitting the associated personal user control device 200 to be integrated with the vehicle information system 300 using a user-friendly communication interface.

When the personal user control device 200 and the vehicle information system 300 are in communication, the vehicle information system 300 can perform a plurality of integration tasks simultaneously, enabling the personal user control

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device 200 to become fully integrated with the vehicle information system 300 via a selected access point 368. The system elements of the vehicle information system 300 and the personal user control device 200 thereby become interchangeable. The personal user control device 200 likewise can receive control signals (or commands) 220 and/or operating power 220P from the vehicle information system 300. Thereby, the personal user control device 200 advantageously can become a seamless part of the vehicle information system 300.

For example, user instructions 230 (shown in FIGS. 2A-B) for controlling the operation of the vehicle information system 300 can be provided via the input system 366 of the vehicle information system 300 and/or the user control system 260 of the personal user control device 200. In other words, the input system 366 of the vehicle information system 300 and/or the user control system 260 of the personal user control device 200 can be used to select viewing content 210 and control the manner in which the selected viewing content 210 is received and/or presented. The selected viewing content 210 can be provided by a relevant content source 310 (shown in FIGS. 2A-B) of the vehicle information system 300 and/or by storage media (not shown) disposed within the personal user control device 200. A video portion of the selected viewing content 210 thereby can be presented via the video presentation system 362 of the vehicle information system 300 and/or the video display system 240 of the personal user control device 200. The audio presentation system 364 of the vehicle information system 300 and/or the audio system 250 of the personal user control device 200 can be used to present an audio portion of the selected viewing content 210. If the video display system 240 of the personal user control device 200 is much smaller than the video presentation system 362 of the vehicle information system 300, a passenger may prefer to view the selected viewing content 210 via the larger video presentation system 362.

When no longer in use and/or direct physical contact with the personal user control device 200 is not otherwise required, the personal user control device 200 can be stored at the passenger seat 382. For example, the passenger seat 382 can include a storage compartment 389 for providing storage of the personal user control device 200. The storage compartment 389 can be provided in any conventional manner and at any suitable portion of the passenger seat 382. As illustrated with passenger seat 382B, the personal user control device 200 can be placed in a storage pocket 389B formed in the armrest 388 of the passenger seat 382B. The storage compartment 389 likewise can be provided on the seatback 386 and/or the headrest 384 of the passenger seat 382. Storage compartment 389A of passenger seat 382A, for example, is shown as being formed on the lower seatback 386 of the passenger seat 382A. As desired, the storage compartment 389 can comprise an overhead storage compartment, a door storage compartment, a storage compartment provided underneath the passenger seat 382, or any other type of conventional storage compartment, such as a glove compartment, trunk, or closet, available in the passenger vehicle 390.

As set forth above, the personal user control device 200 can support wired and/or wireless communications with the vehicle information system 300. FIG. 5A illustrates the personal user control device 200 communicating with the vehicle information system 300 via an exemplary communication cable assembly 500. The communication cable assembly 500 can comprise a conventional communication assembly, such as a Universal Serial Bus (USB) cable assembly, having a communication cable 510 with a suitable cable length and being terminated with two or more communication connec-

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tors (or ports) 520. As shown in FIG. 5A, the communication cable 510 is terminated with a system communication connector (or port) 520A for removably coupling with the vehicle information system 300 and a device communication connector (or port) 520B for removably coupling with the personal user control device 200. The system communication connector 520A and the device communication connector 520B each can comprise any conventional type of connector system. Although shown and described as being provided on respective opposite end regions 510A, 510B of the communication cable assembly 500 for purposes of illustration only, the system and device communication connectors 520A, 520B can be provided the communication cable assembly 500 in any conventional manner.

The communication cable assembly 500 can be utilized to transmit a variety of diverse signal types, such as audio signals, video signals, data signals, control signals 220, and operating power 220P signals. The communication cable 510 preferably is provided in a manner to minimize interference (or crosstalk) among these diverse signals in the manner set forth in more detail in the above-referenced related nonprovisional patent application, "SYSTEM AND METHOD FOR INTERFACING A PORTABLE MEDIA DEVICE WITH A VEHICLE INFORMATION SYSTEM," Ser. No. 12/210,624, filed Sep. 15, 2008. The access point 368 of the vehicle information system 300 can be provided as a communication connector (or port) that is configured to cooperate with the system communication connector 520A. The access point 368 thereby can receive, and couple with, the system communication connector 520A. As desired, the system communication connector 520A likewise can be removed (or disconnected) from the access point 368.

The device communication connector 520B of the communication cable assembly 500 likewise can be received by, and removably couple with, the communication connector 270 of the personal user control device 200. In other words, the device communication connector 520B of the communication cable assembly 500 can cooperate with the communication connector 270 of the personal user control device 200. The coupling between the system communication connector 520A and the access point 368 and/or the coupling between the device communication connector 520B and the communication connector 270 can be provided as a break-away communication connector system in the manner set forth in more detail in the above-referenced related nonprovisional patent application, "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,636, filed Sep. 15, 2008, and "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,652, filed Sep. 15, 2008.

The personal user control device 200 is shown as including a user interface system 290 that is disposed on (and/or within) a handheld case (or housing) 280. The user interface system 290 can include a user control system 260, a video display system 240, and/or an audio system 250 each being provided in the manner set forth in more detail above with reference to FIG. 4B. Preferably including no (or a limited number of) dedicated buttons, the video display system 240 and the user control system 260 of the user interface system 290 can be provided as a touchscreen display system for interfacing with the vehicle information system 300. If provided as the touchscreen display system, the video display system 240 can present a plurality of user-selectable icons 260A that are associated with selected system features, viewing content 210, and/or system operation mode associated with the vehicle information system 300. The user interface system

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290 thereby provides a simplified user interaction layout. As desired, the viewing content 210 can be presented via the video display system 240 and/or the audio system 250 of the personal user control device 200 and/or the video presentation system 362 (shown in FIGS. 4A-B) and/or the audio presentation system 364 (shown in FIGS. 4A-B) of the vehicle information system 300 (shown in FIGS. 2A-B). The viewing content 210 preferably can be viewed with special effects, such as three-dimensional (3D) viewing capabilities.

The audio system 250 of the personal user control device 200 can comprise any conventional type of audio presentation system and, as desired, can be provided as an internal speaker system (not shown) that is disposed on (and/or within) a handheld case (or housing) 280. As shown in FIG. 5A, for example, the audio system 250 of the personal user control device 200 can include at least one audio connector system for coupling the personal user control device 200 with a peripheral audio presentation system (not shown). Exemplary peripheral audio presentation systems can include headphones, speakers, and/or amplifiers. In a preferred embodiment, the audio system 250 can provide operating power to the peripheral audio presentation system. Thereby, powered peripheral audio presentation devices, such as noise canceling headphones, can receive the operating power via the audio system 250.

When coupled via the communication cable assembly 500, the personal user control device 200 and the vehicle information system 300 can initiate, and maintain, communications. The viewing content 210, including any onboard service and local viewing content, thereby can be selected by the user control system 260 of the personal user control device 200 for presentation on the video presentation system 362 (shown in FIGS. 4A-B) and/or the audio presentation system 364 (shown in FIGS. 4A-B) of the vehicle information system 300. Alternatively, and/or additionally, the video display system 240 and/or the audio system 250 of the personal user control device 200 can be adapted to present the selected viewing content 210. Since the personal user control device 200 can be advantageously configured to multitask, a first selection of viewing content 210, such as a motion picture can be presented via the video presentation system 362 and the audio presentation system 364 of the vehicle information system 300; while, the video display system 240 and/or the audio system 250 of the personal user control device 200 can present a second selection of viewing content 210, such as viewing content 210 provided by the Internet 310C (shown in FIG. 2B).

The personal user control device 200 and the vehicle information system 300 preferably communicate via a wireless communication system. As illustrated in FIG. 5B, the access point 368 of the vehicle information system 300 is shown as comprising a wireless access point; whereas, the communication port 270 of the personal user control device 200 is provided as a wireless communication port. When disposed within a predetermined range (or proximity) of the wireless access point 368, the personal user control device 200 can communicate with the vehicle information system 300 via the wireless access point 368. The personal user control device 200 thereby can automatically detect that it is in a "home" mode and/or can automatically detect a range and/or type of any compatible devices. Viewing content 210 and/or control signals (or commands) 220 can be exchanged between the wireless access point 368 of the vehicle information system 300 and the wireless communication port 270 of the personal user control device 200. The vehicle information system 300 can support any conventional wireless communication protocol with the personal user control device 200. Exemplary

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wireless protocols include a wireless fidelity (Wi-Fi) protocol in accordance with Institute of Electrical and Electronics Engineers (IEEE) Standard 802.11 and/or wireless metropolitan-area network (MAN) protocol, which also are known as a WiMax Wireless Broadband protocol, in accordance with IEEE Standard 802.16.

Turning to FIG. 6A, the user interface system 290 of the personal user control device 200 is shown with the video display system 240 and the user control system 260 being provided as a touchscreen display system to provide a rich user experience. The touchscreen display system, for example, can employ projected capacitive touchscreen technology. Being providing with a smooth, dead front display area, the touchscreen display system eliminates any ridges (or gaps) in the display area and thereby can be fairly spill-proof and easy to clean. Exemplary capacitive touchscreen display systems are manufactured by Trident Ltd. of Surrey, United Kingdom, Elo TouchSystems Inc., of Menlo Park, Calif., and TouchKO Inc., of Cedar Park, Tex. If the color mask of the touchscreen display system is disposed between the touchscreen panel and the display, a surface capacitive touchscreen display system may be employed. Although shown and described as comprising capacitive touchscreen technology for purposes of illustration only, the touchscreen display system can be provided using other touchscreen technologies, such as resistive touchscreen technology and/or infrared (IR) touchscreen technology.

The touchscreen display system can present the plurality of user-selectable icons 260A in the manner set forth in more detail above with reference to FIGS. 5A-B. More specifically, the user interface system 290 is shown as presenting a main menu system 262 that includes basic control selections 262A-E and that is part of a hierarchical menu system. One preferred embodiment of the main menu system 262 is illustrated in FIG. 6A. The user interface system 290 preferably presents the main menu system 262 upon being powered (or turned) on or otherwise initialized, and each basic control selection 262A-E can be associated with subsequent tiers (or levels) of interactivity and/or control within the hierarchical menu system. Exemplary basic control selections 262A-E can include a dining (or food service) control selection 262A, a shopping control selection 262B, a vehicle information system communication control selection 262C, a music control selection 262D, and/or a television (or movies) control selection 262E. As desired, one or more of the user-selectable icons 260A can be presented with special effects, such as a swirling icon.

Each of the basic control selections 262A-E can be associated with identifying indicia 264 that identifies the relevant control selection. As shown in FIG. 6A, the identifying indicia 264 can identify the basic control selections 262A-E in any conventional manner, including use of text 264A, such as words or abbreviations, and/or at least one symbol (or icon) 264B that identify the relevant control selection. The textual description 264A can be provided in one or more relevant languages and preferably is changeable such that a suitable language is presented based upon the geographical location of the vehicle information system 300. Each tier of interactivity and/or control within the hierarchical menu system likewise can be associated with identifying indicia 264, such as a textual description 264A as illustrated in FIG. 6A. Since the operation of the personal user control device 200 preferably is software programmable, each feature of the user interface system 290 can be customized as desired. For example, the identifying indicia 264, including the textual descriptions 264A and/or the symbols 264B, the colors, the basic control selections 262A-E, the main menu system 262, and/or even

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the hierarchical menu system can be readily changed to suit the tastes of the user or, as relevant, the branding of the vehicle operator.

Alternate preferred embodiments of the main menu system 262 that can be presented by the user interface system 290 are shown in FIGS. 7A-F. As illustrated in FIGS. 7A-F, each level of the menu system 262 can include any suitable arrangement and/or number of control selections 262A-E. The number of control selections 262A-E for a selected level of the menu system 262 typically is based upon the number of control options associated with the menu system level. The identifying indicia 264 for the control selections 262A-E likewise can be customized such that the identifying indicia 264 suit the tastes of the user or, as relevant, the branding of the vehicle operator. For example, the hierarchical menu system can include a setup menu level, which permits a user to select custom identifying indicia 264 and otherwise customize the presentation of one or more system levels of the hierarchical menu system. Although shown and described with reference to the main menu system 262 of the hierarchical menu system for purposes of illustration only, the discussion herein of the main menu system 262 can equally apply to any menu level within the hierarchical menu system.

Turning to FIG. 7A, for example, illustrative identifying indicia 264 for the control selections 262A-E are shown. The control selections 262A-E can be provided in any conventional manner and preferably identify the related system function of the vehicle information system 300 (shown in FIGS. 2A-B). As shown in FIG. 7A, the control selections 262A-E can be provided in a horizontal arrangement, being aligned with a longer dimension of the video display system 240 of the personal user control device 200. The control selections 262A-E likewise can be provided in a vertical arrangement as illustrated in FIG. 7B.

If provided with at least one accelerometer (not shown), for example, the personal user control device 200 can detect an orientation of the personal user control device 200 and portray the control selections 262A-E in either portrait mode or landscape mode, whichever is suitable. In other words, the at least one accelerometer can sense the orientation of the personal user control device 200 and adjust the presentation of the control selections 262A-E, or any other viewing content 210 (shown in FIGS. 2A-B), in accordance with the orientation of the personal user control device 200. The at least one accelerometer likewise can effect the manner in which the viewing content 210 is presented on the video presentation system 362 (shown in FIGS. 4A-B) and/or the audio presentation system 364 (shown in FIGS. 4A-B) of the vehicle information system 300. For example, as the personal user control device 200 is moved closer to (or further from) the video presentation system 362, the viewing content 210 as presented on the video presentation system 362 can become enlarged (or reduced). Similarly, the volume of the viewing content 210 as presented by the audio presentation system 364 can increase (or decrease) as the personal user control device 200 is moved closer to (or further from) the video presentation system 362 and/or the audio presentation system 364.

FIG. 7C shows that the user control system 260 of the user interface system 290 can be provided (or arranged) as a control system toolbar. The control system toolbar can be presented in any conventional manner and can include any suitable control system functions. As illustrated in FIG. 7C, control system toolbar can be disposed adjacent to the control selections 262A-E of the main menu system 262. To facilitate navigation of the hierarchical menu system, the control system functions of the control system toolbar is shown as

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including a main menu control function 260H for directly returning to the main (or home) menu system 262 from any menu level within the hierarchical menu system. The control system functions of the control system toolbar likewise can include a previous level control function 260R for directly returning to a previously-viewed menu level (or a higher/lower menu level) within the hierarchical menu system. An alternative embodiment of the identifying indicia 264 for the control selections 262A-E and the control system toolbar of the user interface system 290 are illustrated in FIG. 7D.

As desired, the identifying indicia 264 for the control selections 262A-E can be provided in a circular arrangement as illustrated in FIG. 7E. The control system toolbar is disposed adjacent to the circular arrangement of the control selections 262A-E. Advantageously, the control system toolbar of FIG. 7E is shown as including selection information 296, such as a brief summary or abstract, related to the control selections 262A-E. The user interface system 290 likewise is shown as including specialized indicia 292, 294 associated with the user or, as relevant, the branding of the vehicle operator. As illustrated in FIG. 7E, the specialized indicia 292, 294 can include a stylized name and/or a logo, such as a trademarked name and/or logo, associated with the vehicle operator. FIG. 7F illustrates that the identifying indicia 264 for the control selections 262A-E can be fully customized to suit the tastes of the user or, as relevant, the branding of the vehicle operator.

Returning to FIG. 6A, the user control system 260 of the user interface system 290 can include one or more user controls 266, 268 that are at least partially integrated with the touchscreen display system, as desired. Exemplary user controls can include an audio adjustment control system 266 and/or a menu selection system 268. The audio adjustment control system 266 can be provided in any conventional manner and is shown in FIG. 6A as having an audio volume increase control 266U and an audio volume decrease control 266D. As desired, the audio adjustment control system 266 can be included with the control system toolbar discussed above with reference to FIG. 7C. The menu selection system 268 likewise can be provided in any conventional manner and enables a user to view the basic control selections 262A-E within the main menu system 262. As illustrated in FIG. 6A, the menu selection system 268 can include a left scroll control 268L and a right scroll control 268R. Advantageously, the user interface system 290 can indicate the current basic control selection 262C by highlighting or otherwise emphasizing the identifying indicia 264 associated with the current basic control selection 262C. The current basic control selection 262C of FIG. 6A has been emphasized by enlarging the associated symbol 264B; whereas, the current basic control selection 262C of FIG. 7A can be identified via the term “select,” which is included within the identifying indicia 264.

The personal user control device 200 can be disposed within a handheld case (or housing) 280. The handheld housing 280 can be provided with any suitable shape, size, texture, and/or color and is illustrated in FIG. 6A as having a rectangular shape. As desired, the personal user control device 200 can be disposed, partially and/or completely, within ergonomic (or protective) cover assembly 282, such as a cast rubber, silicon, or plastic boot, as shown in FIG. 6B. The ergonomic cover assembly 282 forms a cover opening 282A that is configured to receive the personal user control device 200 and that is defined by cover interior surfaces 282B. Alternatively, or additionally, the handheld housing 280 can be formed with the shape, size, texture, and/or color of the ergonomic cover assembly 282.

When the personal user control device 200 is received within the cover opening 282A of the cover assembly 282, the

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cover interior surfaces **282B** engages the handheld housing **280** of the personal user control device **200** such that the cover assembly **282** provides an ergonomic grip **282D** for the personal user control device **200**. The cover assembly **282** likewise can provide control interfaces **282C** for permitting a user to observe, activate, and otherwise interact with the user control system **260** through the cover assembly **282**. Preferably, the cover assembly **282** is formed from a translucent (or transparent) material and/or the user control system **260** is illuminated to facilitate interaction with the user control system **260** via the cover assembly **282**. In other words, the touchscreen display system can project colors, text, and/or symbols associated with the user control system **260** through the cover assembly **282** such that the user control system **260** are visible. As desired, the personal user control device **200** subsequently can be separated from the cover assembly **282**.

To further enhance the ergonomic form of the personal user control device **200**, the handheld housing **280** can be provided with one or more tapered (or contoured) housing regions **284** as illustrated in FIG. 6C. The tapered housing regions **284** can be provided on any suitable surface of the handheld housing **280** and are provided in a manner that makes the personal user control device **200** more comfortable to hold. For example, the handheld housing **280** is shown as having tapered opposite end regions **284A**, **284B**. The handheld housing **280** likewise can include at least one tapered side regions **284C**, as desired. The shape, size, texture, and/or color of the handheld housing **280** can be readily provided in a manner that suits the tastes of the user or, as relevant, the branding of the vehicle operator. The personal user control device **200** likewise can include identifying indicia, such as text and/or a symbol (or icon), on the handheld housing **280**. As shown in FIG. 6D, a colored band **286** can be disposed on a side region of the handheld housing **280**.

In the manner set forth above with reference to FIGS. 6A-D, the video display system **240** and the user control system **260** of the personal user control device **200** can be provided as a touchscreen display system that is disposed on (and/or within) the handheld housing **280**. Turning to FIG. 8A, a display overlay system **400** is shown for use in conjunction with the personal user control device **200**. The personal user control device **200** and the display overlay system **400** can be provided as separate systems, as illustrated in FIG. 8A, and/or can be at least partially integrated (or coupled). The display overlay system **400** includes an overlay housing **420** that is configured to cooperate with the handheld housing **280** of the personal user control device **200**. As shown in FIG. 8A, the overlay housing **420** forms an overlay opening (not shown) for receiving, and engaging, the handheld housing **280**. The display overlay system **400** and the personal user control device **200** thereby can couple. As desired, the overlay housing **420** subsequently can disengage the handheld housing **280** such that the display overlay system **400** and the personal user control device **200** are removably coupled.

The display overlay system **400** includes at least one user controller interface portion **410**. Each user controller interface portion **410** includes one or more button regions **412** that can be pressed by a user and that, if pressed, can contact corresponding locations of the touchscreen display system when the display overlay system **400** and the personal user control device **200** are coupled. The user thereby interacts with the touchscreen display system of the personal user control device **200** via the display overlay system **400**. By associating (or mapping) a predetermined function with each location of the touchscreen display system, activation of a selected button region **412** of a selected user controller interface portion **410** can initiate the predetermined function. The

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personal user control device **200** can be configured for use with a plurality of the display overlay systems **400** with different numbers, configurations, and/or arrangements of the user controller interface portion **410** such that the user interface system **290** (shown in FIG. 4B) of the personal user control device **200** can be readily customized. In other words, the personal user control device **200** can be customized via selection of an appropriate display overlay system **400**.

As shown in FIG. 8A, the display overlay system **400** can have two user controller interface portions **410A**, **410B** each including four button region **412**. Each controller interface portions **410A**, **410B** can include any suitable number, arrangement, and/or configuration of button regions **412**. The button region **412** of FIG. 8A can be flush with the overlay housing **420** and provide tactile feedback. Preferably, the button regions **412** are associated with identifying indicia **414** for identifying the functions associated with the button regions **412**. The identifying indicia **414** for the first user controller interface portion **410A** is shown as comprising directional arrows; whereas, the identifying indicia **414** for the second user controller interface portion **410B** can include text, numbers, or letters. Although shown and described as being button regions **412** for purposes of illustration only, the user controller interface portions **410** can comprise any conventional type of control interface, such as a pushbutton switch, a rocker switch, a slider switch (or game pad) (shown in FIG. 8B), a rotatable switch, and/or a toggle switch, without limitation.

The identifying indicia **414** can be associated with the button regions **412** in any conventional manner. For example, the identifying indicia **414** can be formed, or applied, on the overlay housing **420**. The identifying indicia **414** can be formed from cutout regions formed within the button regions **412** such that light from the touchscreen display system of the personal user control device **200** can pass through the cutout regions. The light from the touchscreen display system can be provided with any suitable color and/or luminance. As desired, the button regions **412** of the display overlay system **400** likewise can be formed from a translucent (or transparent) material. The identifying indicia **414** thereby can be presented as a display graphic by the touchscreen display system of the personal user control device **200** and seen through the translucent button regions **412**. The button regions **412** can be disposed within a user interface region **450** (shown in FIG. 8C) of the display overlay system **400**, and at least a portion of the user interface region **450** can be formed from a translucent (or transparent) material.

Preferably, the identifying indicia **414** illuminate or otherwise become visible only when the associated button regions **412** are active (or in use) and blend into the overlay housing **420** when the associated button regions **412** are not active. If a selected controller interface portion **410** is associated with a game controller, for example, the identifying indicia **414** associated with the selected controller interface portion **410** can illuminate when the personal user control device **200** (or the vehicle information system **300**) enters a game mode. For example, FIG. 8B shows that the display overlay system **400** can include a switching system **430** for activating a game mode of the personal user control device **200**.

One manner for recessing the controller interface portion **410** within the overlay housing **420** of the display overlay system **400** is illustrated in FIG. 8B. As shown in FIG. 8B, the overlay housing **420** can provide a recessed (or dish-out) region **422** adjacent to an associated controller interface portion **410**. The recessed region **422** of the overlay housing **420** inhibits the associated controller interface portion **410** from extending beyond the surface of the overlay housing **420**. In

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other words, the recessed region **422** enables the controller interface portion **410** to be mounted flush with the overlay housing **420**.

The display overlay system **400** can be coupled with (or disposed on) the handheld housing **280** of the personal user control device **200** in any conventional manner. To facilitate customization of the user interface system **290** (shown in FIG. **4B**) presented by the handheld housing **280**, the display overlay system **400** preferably is removably and/or adjustably coupled with the handheld housing **280**. Turning to FIG. **8C**, for example, the display overlay system **400** can include an overlay magnetic coupling system **440** that is adapted to communicate with a device magnetic coupling system **288** of the personal user control device **200**. The overlay magnetic coupling system **440** can be provided at one or more suitable regions of the overlay housing **420** and can be disposed within (or on a surface of) the overlay housing **420**. Similarly, the device magnetic coupling system **288** can be provided at one or more suitable regions of the handheld housing **280** and can be disposed within (or on a surface of) the handheld housing **280**. Thereby, the display overlay system **400** can be provided as a removable face plate for the personal user control device **200** and can engage the personal user control device **200**.

Alternatively, and/or additionally, the display overlay system **400** can be rotatably coupled with the handheld housing **280** of the personal user control device **200**. As shown in FIG. **8D**, for example, a hinge system **460** can couple the display overlay system **400** and the handheld housing **280**. The hinge system **460** can be provided in any conventional manner and can be connect to any suitable surface of the overlay housing **420** and/or the handheld housing **280**. The display overlay system **400** thereby can be rotated adjacent to the touchscreen display system of the personal user control device **200** to provide the user interface system **290** (shown in FIG. **4B**). The display overlay system **400** likewise can be rotated away from the touchscreen display system when not in use. As shown in FIG. **8D**, the handheld housing **280** can advantageously include a storage surface **289**, such as a back surface (or a surface opposite the touchscreen display system), of the handheld housing **280**. The hinge system **460** thereby can dispose the display overlay system **400** adjacent to the storage surface **289** when the display overlay system **400** is not in use. As desired, the storage surface **289** can form one or more recesses **289A** for receiving the user controller interface portion **410** when the display overlay system **400** adjacent to the storage surface **289**.

Turning to FIG. **8E**, the display overlay system **400** can be provided as a plurality of separate display overlay subsystems **400A**, **400B**. The display overlay system **400** is shown in FIG. **8E** as comprising two overlay subsystems **400A**, **400B**. The overlay housing **420** of each overlay subsystems **400A**, **400B** forms an opening **470** for receiving a selected portion of the handheld housing **280** of the personal user control device **200**. The overlay subsystems **400A**, **400B** each can receive any suitable portion of the handheld housing **280** and are illustrated in FIG. **8E** as receiving opposite end regions of the handheld housing **280**. When coupled with the handheld housing **280**, the overlay subsystems **400A**, **400B** can extend partially, as shown in FIG. **8E**, and/or completely over the touchscreen display system of the personal user control device **200**. At least a portion of the touchscreen display system between the overlay subsystems **400A**, **400B** can remain exposed if the overlay subsystems **400A**, **400B** extend partially over the touchscreen display system. The overlay subsystems **400A**, **400B** thereby can be formed as opaque rubber (or plastic) grips with one or more translucent (or

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transparent) plastic user controller interface portions **410**. After use, the overlay subsystems **400A**, **400B** can be stacked to save space.

When configured (or customized) for use as a game controller, the personal user control device **200** can provide a suitable number, configuration, and/or arrangement of the user controller interface portion **410** such that the user interface system **290** (shown in FIG. **4B**) of the personal user control device **200** is customized for use with a selected game. In one preferred embodiment, the user interface system can have a game control system (not shown) built into the personal user control device **200**. The game control system is not presented until game mode is selected, and any relevant game parts are retracted from the personal user control device **200**.

The personal user control device **200** provides a versatile and intuitive user interface system **290** that can readily be customized for use in any conventional user environment, such as in the home. As desired, the personal user control device **200** can be provided as a telephone (not shown). When provided as a telephone, the personal user control device **200** can operate as a dual landline telephone and/or an Internet Protocol (IP) telephone. The user can select a telephone communication protocol, and/or a default telephone communication protocol can be identified during device setup. For emergency telephone calls, such as 9-1-1 calls, a landline telephone communication protocol is automatically selected. The personal user control device **200** thereby can provide standard home telephone capabilities, including advanced features such as photographs, text messaging, and/or video (or animated) caller identification. The personal user control device **200** likewise can provide customized user-specific capabilities when provided as a telephone. Exemplary customized user-specific capabilities can include an integrated soft-keyboard, a large text format for elderly (or vision-impaired) users, a baby-sitter mode for providing important telephone numbers, a fun, whimsical interface system **290** for children, and host (or bridge) contact information for electronic mail (and other) contacts and/or a wireless communication link to cellular data.

The personal user control device **200** advantageously provides a wide-ranging noise-canceling microphone (not shown) to facilitate state-of-the-art telephone and video conferencing. The personal user control device **200** can be coupled with an information system **100** (shown in FIG. **1**) via Internet Protocol (IP) technology. A stereo and/or a television thereby can be used to enhance family and business conversations. The personal user control device **200** also supports a speakerphone mode for simple, hands-free communication.

If an enhanced user control system **260** (shown in FIG. **4B**) is desired, the personal user control device **200** can dock with one or more peripheral user devices (not shown). The personal user control device **200** can dock with a specially-fitted keyboard system that can be used, for example, to access the Internet, to type a document, and/or to send an electronic mail (email) message. The personal user control device **200** thereby can be used as a feedback mechanism for the keyboard system. Preferably, the keyboard system is provided as a dumb device without a communication link and/or batteries such that the personal user control device **200** can be operated as a modem. The personal user control device **200** can dock with the keyboard system in any conventional manner, including via a magnetic coupling system.

When the personal user control device **200** is used in the home, the menu system can be used to control a home security system, including security devices, security lighting, and/or security blinds. The personal user control device **200**, for example, can continue to control the home security system

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remotely from outside the house, such as during travel aboard a passenger vehicle **390** (shown in FIGS. 2A-B). Home closed circuit television security footage likewise can be viewed via the personal user control device **200** before entering the home. As needed, the personal user control device **200** can remotely monitor the home security system and present a security alert if an alarm system has been activated.

The personal user control device **200** likewise can advantageously operate as a universal remote control system. The personal user control device **200** can be configured to be compatible with any conventional media system, such as an entertainment system. Thereby, the personal user control device **200** can provide remote control and otherwise interact with the media system. The personal user control device **200**, for example, can enable and remotely interact with an Internet Protocol television (IPTV) system, a conventional television system, and any other conventional entertainment system. As desired, the personal user control device **200** can provide remote command and control for an iPod® digital electronic media device and/or an iPhone® digital electronic media device each as manufactured by Apple Computer, Inc., of Cupertino, Calif. The personal user control device **200** thereby can control and manipulate a playlist of the iPod® digital electronic media device and/or the iPhone® digital electronic media device.

The versatile and intuitive user interface system **290** of the personal user control device **200** likewise can be customized for use in a vehicle **390** (shown in FIGS. 2A-B), such as an automobile **390A** (shown in FIG. 2A) and/or an aircraft **390B** (shown in FIG. 2B). Advantageously, the personal user control device **200** can provide a seamless experience between the home and the vehicle **390**. The personal user control device **200**, for example, can carry personalized data and authentication credentials and/or can extend a wireless network interface to the vehicle **390**. As desired, the personal user control device **200** likewise can bridge a landline telephone system between the home and the vehicle **390**. A user thereby can initiate and/or receive home telephone calls via the personal user control device **200** while traveling in the vehicle **390**.

The personal user control device **200** can use a telephone network interface, such as an integrated cellular network interface, and Internet Protocol (IP) characteristics of a home base station. The telephone calls can be conducted (or presented) in any conventional manner, such as via a telephone interface (not shown) installed in the vehicle **390**. In a preferred embodiment, the personal user control device **200** can be used to conduct the telephone calls. When used to initiate and/or receive home telephone calls, the personal user control device **200** advantageously enables the telephone calls to be conducted with consistency, user convenience, and/or personalization for elderly (or young) users.

When used in the vehicle **390**, the personal user control device **200** likewise can advantageously operate as a universal remote control system. The personal user control device **200** thereby can be configured to be compatible for use with any conventional vehicle information system **300**, including a vehicle entertainment system. For example, the personal user control device **200** can provide control for a video presentation system **362** (shown in FIGS. 4A-B) and/or an audio presentation system **364** (shown in FIGS. 4A-B) of the vehicle information system **300**.

The personal user control device **200** can support remote command and control, such as a control signal **220** (shown in FIGS. 2A-B), for a personal media device (not shown) provided in the manner set forth in the above-referenced pending United States patent applications, entitled "SYS-

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TEM AND METHOD FOR DOWNLOADING FILES," Ser. No. 10/772,565, filed on Feb. 4, 2004; entitled "PORTABLE MEDIA DEVICE AND METHOD FOR PRESENTING VIEWING CONTENT DURING TRAVEL," Ser. No. 11/154,749, filed on Jun. 15, 2005; and entitled "SYSTEM AND METHOD FOR RECEIVING BROADCAST CONTENT ON A MOBILE PLATFORM DURING INTERNATIONAL TRAVEL," Ser. No. 11/269,378, filed on Nov. 7, 2005, and the above-referenced related nonprovisional patent applications: "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,636, filed Sep. 15, 2008; and "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,652, filed Sep. 15, 2008. As desired, the personal media device can be provided as an iPod® digital electronic media device and/or an iPhone® digital electronic media device each as manufactured by Apple Computer, Inc., of Cupertino, Calif.

If the personal media device comprises an iPod® digital electronic media device and/or an iPhone® digital electronic media device, for example, the personal user control device **200** can communicate with the iPod® digital electronic media device and/or the iPhone® digital electronic media device in the manner set forth in the above-referenced related nonprovisional patent applications: "SYSTEM AND METHOD FOR INTERFACING A PORTABLE MEDIA DEVICE WITH A VEHICLE INFORMATION SYSTEM," Ser. No. 12/210,624, filed Sep. 15, 2008; "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,636, filed Sep. 15, 2008; and "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,652, filed Sep. 15, 2008.

The personal user control device **200** thereby can provide command and control for the iPod® digital electronic media device and/or the iPhone® digital electronic media device. In one preferred embodiment, the personal user control device **200**, when used in the vehicle **390**, can provide command and control for the iPod® digital electronic media device and/or the iPhone® digital electronic media device even if the iPod® digital electronic media device and/or the iPhone® digital electronic media device remain docked at home. As desired, the personal user control device **200** can provide personalized menu system for each automobile passenger.

The personal user control device **200** can be customized to operate as a removable in-dash face plate system in a manner similar to conventional vehicular dash face plate systems, such as automotive in-dash plate systems. When used as a removable dash face plate systems, the personal user control device **200** can provide personalized user settings, including personalized user home-to-vehicle settings and/or personalized user vehicle-to-vehicle settings. The personal user control device **200** likewise can be associated with a vehicle navigation system (not shown). As desired, the personal user control device **200** can comprise the vehicle navigation system and/or can be customized to cooperate with a conventional vehicle navigation system. The personal user control device **200** thereby can provide personalized (or removable) point-of-interest (POI) information and/or can be associated with (or tied to) a Churchill strategy.

When used in the vehicle **390**, the personal user control device **200** likewise can advantageously operate as a game control system. The personal user control device **200** can be used in conjunction with an add-on game control to customize the personal user control device **200** for operation as a gaming handset. Thereby, the personal user control device

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200 can facilitate game continuity. In other words, the personal user control device 200 can use a wireless interface system and/or a physical interface system to pick up an existing game where the game had been left off. Game continuity can be provided via a conventional tag system. As desired, the personal user control device 200 can enable a wireless communication link to selected games. Exemplary selected games can include simple games and/or low-bandwidth games available via the Internet 310C (shown in FIG. 2B).

The personal user control device 200 advantageously can be employed as a vehicle safety system. When used in an automobile 390A, for example, the personal user control device 200 can replace (and/or supplement) a mirror system by presenting real-time views provided by a vehicle camera system (not shown). The personal user control device 200 can provide a wired and/or wireless camera interface system for interacting with a rear view vehicle camera system installed aboard the automobile 390A. The personal user control device 200 thereby can present a rear view from the automobile 390A rather than relying solely on rear view vehicle mirror systems. The personal user control device 200 thereby can enhance the functionality of the vehicle camera system. As desired, a vehicle camera system can be installed at any conventional vehicle mirror system location. Standard in-dash features likewise can be migrated to these locations. If customized to operate as a removable in-dash face plate system in the manner set forth above, the personal user control device 200 can provide conventional face plate functionality while enhancing the functionality of the vehicle camera system.

As desired, the personal user control device 200 can be customized to operate any conventional vehicle system. For example, the personal user control device 200 can be customized to operate as a conventional smart key system. The personal user control device 200 thereby can support providing entry authorization to the vehicle 390. Advantageously, the personal user control device 200 can include programmable, personalized settings for one or more vehicles 390. The personal user control device 200 can automatically detect the relevant vehicle 390. The personal user control device 200 likewise can provide control for the manipulation of an electronic passenger seat 382 (shown in FIGS. 4A-B). Thereby, existing conventional controls for manipulating the passenger seat 382 can be eliminated from the vehicle 390. The passenger seat 382 preferably can be manipulated via the personal user control device 200 at any suitable time, including when an engine system of the vehicle 390 is not activated (or on).

The personal user control device 200 likewise can be adapted to readily switch among a plurality of user interface systems 290. For example, the personal user control device 200 can present a first user interface systems 290 with an interactive look for adults. Upon entry of a preselected authorization code, the personal user control device 200 can present a second user interface systems 290 with an interactive look suitable for children. When installed aboard a passenger vehicle 390 (shown in FIGS. 2A-B), the availability of user interface systems 290 can be based upon selected predetermined criteria. The user interface system 290, for instance, can be made to look like the destination city. If the predetermined criteria comprises passenger class (first class, premium class, business class, economy class, and/or coach class), the personal user control device 200 can present a user interface system 290 that is suitable for use with the viewing content accessible in accordance with the relevant passenger class. The selection of the interface systems 290 can be performed automatically based, for example, on passenger manifests and/or frequent flyer programs. As desired, the personal

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user control device 200 can include a conventional card reader for authorizing enhanced device functionality. The card reader can be configured to read credit cards, frequent flyer cards, etc.

Turning to FIGS. 9A-C, the video presentation system 362, the audio presentation system 364, and/or the input system 366 of the vehicle information system 300 can be provided as an integrated audio/video presentation system 600. The video presentation system 362 can include a viewing screen 610 disposed on the integrated audio/video presentation system 600, and one or more communication ports (or connectors or jacks) 620 are provided on the integrated audio/video presentation system 600 as a part of the input system 366. Thereby, when the vehicle information system 300 is in communication with the personal user control device 200 (shown in FIGS. 6A-D) via the communication port 620, selected viewing content 210 (shown in FIGS. 2A-B) provided by the vehicle information system 300 can be presented via the viewing screen 610 and/or the audio jacks 620 of the integrated audio/video presentation system 600. As desired, the integrated audio/video presentation system 600 likewise can include one or more other types of ports (or connectors or jacks) (not shown) for communicating with a peripheral video presentation system and/or a peripheral audio presentation system.

The integrated audio/video presentation system 600 can be provided in the manner set forth in more detail in the above-referenced related nonprovisional patent applications: "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,636, filed Sep. 15, 2008; and "MEDIA DEVICE INTERFACE SYSTEM AND METHOD FOR VEHICLE INFORMATION SYSTEMS," Ser. No. 12/210,652, filed Sep. 15, 2008. For example, the integrated audio/video presentation system 600 can provide enhanced viewing content presentation capabilities. For example, the audio presentation system 364 of the integrated audio/video presentation system 600 can include a conventional noise-cancellation system (not shown) for further improving sound quality of the viewing content 210.

When coupled with the integrated audio/video presentation system 600, the personal user control device 200 can select the viewing content 210 available via the vehicle information system 300 and/or control the manner by which the selected viewing content 210 is presented by the integrated audio/video presentation system 600. In other words, the personal user control device 200 can be associated with the input system 366 of the integrated audio/video presentation system 600. FIG. 9A shows that the input system 366 of the integrated audio/video presentation system 600 likewise can include one or more user controls that are provided in any suitable arrangement. For instance, the input system 366 can include a video control system 630 for controlling the playback of the viewing content 210 (shown in FIGS. 2A-B).

An exemplary audio control system 640 of the input system 366 is shown as being a volume control system with a first button 640A for increasing the volume of an audio portion of the viewing content 210 and/or a second button 640B for decreasing the volume of the audio portion. As desired, the input system 366 of the integrated audio/video presentation system 600 can include at least one other user controls. The integrated audio/video presentation system 600 of FIG. 6A is shown as having a power control system 650, such as an on/off button. If installed aboard a passenger vehicle, the integrated audio/video presentation system 600 likewise can include an onboard services control system 655 for controlling one or more onboard passenger services. The onboard

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services control system 655 is illustrated in FIG. 6A as including a flight attendant call button 655A, a cancel flight attendant call button 655B, and/or a seat lighting system control button 655C.

As shown in FIG. 9B, the input system 366 of the integrated audio/video presentation system 600 can include at least one break-away communication connector system 800. The break-away communication connector system 800 can removably couple the personal user control device 200 with the integrated audio/video presentation system 600. The break-away communication connector system 800 advantageously facilitates replacement of broken communication jacks, while readily separating from the integrated audio/video presentation system 600 to ensure passenger safety should an emergency arise. In a preferred embodiment, the break-away communication connector system 800 can provide operating power to the personal user control device 200.

As shown in FIG. 9B, a communication cable 628 with a suitable cable length and can be terminated with a peripheral communication connector (or port) 626. The peripheral communication connector 626 can cooperate (or removably couple) with a system communication connector (or port) 622 of the integrated audio/video presentation system 600. The communication connectors 622, 626 are nonfixedly coupled and, if necessary, can readily separate, forming the break-away communication connector system 800. The personal user control device 200 and the integrated audio/video presentation system 600 thereby can communicate via the break-away communication connector system 800.

Although shown and described as coupling the personal user control device 200 with the integrated audio/video presentation system 600 for purposes of illustration only, the break-away communication connector system 800 can be employed to couple any conventional type of peripheral presentation system, including peripheral video presentation systems and/or peripheral audio presentation systems, with the information system 100 and can be disposed on any suitable mounting surface. In other words, if the information system 100 is installed aboard a vehicles 390 (shown in FIGS. 2A-B), the break-away communication connector system 800 can be provided at any suitable passenger cabin surface, such as a seatback 386 (shown in FIGS. 4A-B), an armrest 388 (shown in FIGS. 2A-B), a wall 396 (shown in FIGS. 4A-B), a ceiling, and/or a bulkhead.

The break-away communication connector system 800 preferably employs a magnetic system 810 for providing a magnetic coupling between the communication connectors 622, 626 as illustrated in FIG. 9C. Turning to FIG. 9C, the system communication connector 622 of the integrated audio/video presentation system 600 can include a plurality of system contacts 820 and a system magnet system 814. The system contacts 820 and the system magnet system 814 preferably are disposed within a housing assembly 605 of the integrated audio/video presentation system 600. For example, the system contacts 820 and the system magnet system 814 can be provided within a system bezel 840 recessed within the housing assembly 605.

The peripheral communication connector 626 similarly can be provided as a plurality of peripheral contacts 830 and a peripheral magnet system 812. When the communication connectors 622, 626 are coupled, the peripheral contacts 830 are configured to cooperate with the system contacts 820; whereas, the system magnet system 814 and the peripheral magnet system 812 are configured to cooperate. As shown in FIG. 9C, the peripheral contacts 830 and the peripheral magnet system 812 can be disposed within a peripheral connector housing 626A. The peripheral connector housing 626A pref-

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erably includes at least one mating peripheral mating surface 626B that is configured to cooperate with at least one mating system surface 850 of the housing assembly 605 of the integrated audio/video presentation system 600. Thereby, when the peripheral communication connector 626 is coupled with the integrated audio/video presentation system 600, the mating peripheral mating surface 626B cooperates the mating system surface 850 to help ensure a proper alignment between the system contacts 820 and the peripheral contacts 830 and/or between the peripheral magnet system 812 and the system magnet system 814.

The mating system surface 850, for example, can form a recess (not shown) for receiving the mating peripheral mating surface 626B and/or an extension 852 that can be received within an opening 626C formed by the mating peripheral mating surface 626B as shown in FIG. 9C. As desired, the mating surfaces 626B, 850 can provide via one or more sets of cooperating detents for coupling the peripheral connector housing 626 and the housing assembly 605. The term "detents" refers to any combination of mating elements, such as blocks, tabs, pockets, slots, ramps, locking pins, cantilevered members, support pins, and the like, that may be selectively or automatically engaged and/or disengaged to couple or decouple the peripheral connector housing 626 and the housing assembly 605. It will be appreciated that the cooperating detents as illustrated and described below are merely exemplary and not exhaustive. Accordingly, the break-away communication connector system 800 advantageously supports electrical communication between the peripheral contacts 830 of the peripheral communication connector 626 and the system contacts 820 of the system communication connector 622 while permitting the peripheral communication connector 626 to readily separate from the system communication connector 622 to ensure passenger safety should an emergency arise.

In a preferred embodiment, the system contacts 820 can be provided on a system printed circuit board (PCB) assembly 825, and/or the peripheral contacts 830 can be provided on a peripheral printed circuit board (PCB) assembly 835. The break-away communication connector system 800 thereby can advantageously provide a flat surface-to-surface contact between the communication connectors 622, 626. The PCB assembly 825 and the peripheral PCB assembly 835 can be provided in any convention manner and preferably are provided as flat flexible printed circuit board (PCB) assemblies. If provided as a flat flexible PCB assembly, the peripheral PCB assembly 835 can be used to connect audio conductors within the communication cable 628 (shown in FIG. 9B) to the peripheral communication connector 626 of the peripheral audio presentation system 624. Discrete wiring (not shown) likewise can be used as desired. When the video interface system 362 (shown in FIGS. 4A-B) is provided as a touchscreen display system, for example, the touchscreen display system may need to define an internal physical space to accommodate wiring associated with the system communication connector 622. Use of a flat flexible PCB assembly with the system communication connector 622 advantageously permits the internal physical space to be minimized.

The system contacts 820 of the system communication connector 622 can be disposed on the system PCB assembly 825 in any conventional manner or contact arrangement. Similarly, the peripheral contacts 830 of the peripheral communication connector 626 can be disposed on the peripheral PCB assembly 835 in any conventional manner or contact arrangement. The peripheral contacts 830 are configured to cooperate (or communicate) with the system contacts 820 when the system communication connector 622 and the

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peripheral communication connector **626** are coupled. In other words, the system contacts **820** of the system communication connector **622** and the peripheral contacts **830** of the associated peripheral communication connector **626** preferably are provided with the same contact arrangement.

Exemplary contact arrangements for the system contacts **820** and the peripheral contacts **830** are illustrated in FIGS. **10A-G**. Although shown and described with reference to the system contacts **820** of the system communication connector **622** for purposes of illustration only, the exemplary contact arrangements can equally apply to the peripheral contacts **830** of the peripheral communication connector **626**. The exemplary contact arrangements as shown and described herein are not exhaustive and are provided herein for purposes of illustration only and not for purposes of limitation.

Turning to FIG. **10A**, the system contacts **820** of the system communication connector **622** can be provided with a concentric (or bull's eye) contact arrangement. The contact arrangement of FIG. **10A** includes a central system contact **826** disposed within one or more circular-shaped system contacts **822, 824**. The circular-shaped system contacts **822, 824** can be provided with uniform system contact widths as illustrated with system contacts **824** and/or different system contact widths as illustrated with system contacts **822, 824**. In other words, the contact arrangement of the system contacts **820** can be provided with any suitable cross-section. As shown in FIG. **10A**, selected circular-shaped system contacts **824** can form a single (or continuous) contact in the shape of a complete circle, and/or selected circular-shaped system contacts **822** can comprise two or more contacts **822A, 822B** in the shape of a semi-circle. A spacing between adjacent system contacts **822, 824, 826** can be uniform as illustrated in FIG. **10A** and/or different as illustrated in FIG. **10B**. Thereby, the system communication connector **622** advantageously leverages the continuous contact surfaces of the system contacts **822, 824, 826** of the concentric contact arrangement of FIG. **10A** to help ensure that contact is made for each of the system contacts **822, 824, 826**.

The system contacts **822, 824, 826** of the concentric contact arrangement shown in FIG. **10A** provides sufficient system contacts **820** to support peripheral audio presentation devices **624** (shown in FIG. **7A**), including powered peripheral audio presentation devices such as noise-canceling headphones. The system communication connector **622** (shown in FIGS. **7A-B**) thereby can provide sufficient system contacts **820** to support the signaling and operating power requirements of the powered peripheral audio presentation device, while leaving the possibility for the device communication connector **626** (shown in FIGS. **7A-B**) to be revolved through at least one complete rotation relative to the system communication connector **622** in any direction. The concentric contact arrangement of the system contacts **822, 824, 826** can provide consistent performance for all connector geometries.

The system contacts **820** alternatively, or additionally, can be provided with the concentric (or bull's eye) contact arrangement shown in FIG. **10C**. Turning to FIG. **10C**, the contact arrangement includes a central system contact **826** disposed within one or more semicircular-shaped system contacts **822, 824** in the manner set forth in more detail above with reference to the contact arrangement of FIG. **10A**. As set forth above, the semicircular-shaped system contacts **822, 824** can be provided with uniform system contact widths as illustrated with system contacts **824** and/or different system contact widths as illustrated with system contacts **822, 824**. A spacing between adjacent system contacts **822, 824, 826** can be uniform, as illustrated in FIG. **10C**, or different as illustrated in FIG. **10D**.

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The system contacts **822, 824, 826** can be provided with any suitable contact arrangements and/or geometries. For example, FIG. **10E** illustrates that a contact arrangement for the system contacts **820**, wherein the contact arrangement includes a plurality of straight central system contacts **824** disposed within one or more circular-shaped system contacts **822**. The circular-shaped system contacts **822** can be provided in the manner set forth in more detail above with reference to the contact arrangement of FIG. **10A**. The straight central system contacts **824** are provided as a parallel arrangement of system contacts **824**.

Turning to FIG. **10F**, the illustrated contact arrangement includes a central system contact **826** disposed within one or more circular-shaped system contacts **822**. A plurality of internal system contacts **824** are shown as being disposed around the central system contact **826** and within the circular-shaped system contacts **822**. The internal system contacts **824** can be uniformly disposed about the central system contact **826**, as shown in FIG. **10F**, and/or unevenly disposed about the central system contact **826**. The central system contact **826** and the internal system contacts **824** can be provided with any desired geometrical shape and/or size. As shown in FIG. **10F**, for example, the central system contact **826** and the internal system contacts **824** each are provided as round system contacts. The internal system contacts **824** are shown as being provided as pie-shaped system contacts in FIG. **10G**.

The described embodiments are susceptible to various modifications and alternative forms, and specific examples thereof have been shown by way of example in the drawings and are herein described in detail. It should be understood, however, that the described embodiments are not to be limited to the particular forms or methods disclosed, but to the contrary, the present disclosure is to cover all modifications, equivalents, and alternatives.

What is claimed is:

1. A portable control device for communicating with an external computer system, comprising:
 - a touchscreen display system disposed within a handheld housing for cooperating with first and second detachable overlay systems each forming a channel for receiving said handheld housing and with respective first and second button regions; and
 - a controller interface system including the button regions and the touchscreen display system for presenting a customizable user interface system, said controller interface system for generating the user interface system based upon an application available from the computer system and associating respective functions of the application with the button regions and predetermined locations of said touchscreen display system,
 wherein activation of a selected button region or a selected location of said touchscreen display system initiates the associated application function, and
 - wherein the first and second button regions are separate from said touch screen display system and disposed on opposite end regions of said handheld housing, said touchscreen display system being disposed between the first and second button regions and presenting indicia associated with the application.
2. The portable control device of claim 1, wherein said first and second button regions are adjacent to said touchscreen display system.
3. The portable control device of claim 1, wherein the application comprises a game application, and wherein at least one of said first and second button regions comprise a game pad.

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4. The portable control device of claim 3,
wherein said first button region comprises a four-button
region, and
wherein said second button region comprises a directional
pad.
5. The portable control device of claim 1, wherein the
portable control device and the computer system are disposed
aboard a moving platform.
6. The portable control device of claim 5, wherein the
moving platform is an aircraft.
7. The portable control device of claim 6, wherein said
controller interface system provides a flight attendant call
button and a seat lighting system control button.
8. The portable control device of claim 1, wherein said
controller interface system presents a menu system for select-
ing among a plurality of applications available from the com-
puter system and enables navigation within the menu system.
9. The portable control device of claim 8, wherein the menu
system is a hierarchical menu system.
10. The portable control device of claim 1, wherein said
controller interface system presents a soft keyboard.
11. The portable control device of claim 1, wherein the
portable control device communicates with the computer sys-
tem via a communication cable.
12. The portable control device of claim 1, further com-
prising an accelerometer operable to detect an orientation of
said handheld housing, wherein said touchscreen display sys-
tem is operable to switch between portrait and landscape
modes based on an orientation of said handheld housing.
13. The portable control device of claim 1, further com-
prising a telephone microphone and a telephone speaker dis-
posed at opposite end regions of said handheld housing,
wherein the portable control device is configured for selective
use as a telephone.
14. The method of claim 1, wherein the channels formed by
the first and second detachable overlay systems receive the
respective opposite end regions of said handheld housing.
15. The method of claim 14, wherein the first and second
detachable overlay systems enclose the respective opposite
end regions of said handheld housing.
16. The method of claim 1, wherein the first and second
detachable overlay systems extend at least partially across
said touchscreen display system.
17. The method of claim 16, wherein at least a portion of
said touchscreen display system is exposed between the first
and second detachable overlay systems.
18. The method of claim 1, wherein the first and second
detachable overlay systems cover said touchscreen display
system.

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19. A system, comprising:
a passenger entertainment system disposed aboard a pas-
senger vehicle; and
a portable control device disposed at a passenger seat and
having a controller interface system including a touch-
screen display system being disposed within a handheld
housing for cooperating with first and second detachable
overlay systems each forming a channel for receiving
said handheld housing and with respective first and sec-
ond button regions, the touchscreen display system for
generating the user interface system based upon an
application available from said passenger entertainment
system and associating respective functions of the appli-
cation with the button regions and predetermined loca-
tions of said touchscreen display system,
wherein activation of a selected button region or a selected
location of said touchscreen display system initiates the
associated application function, and
wherein the first and second button regions are separate
from said touch screen display system and disposed on
opposite end regions of said handheld housing, said
touchscreen display system being disposed between the
first and second button regions and presenting indicia
associated with the application.
20. A method for communicating with an external com-
puter system via a controller interface system including a
touchscreen display system for presenting a customizable
user interface system and being disposed within a handheld
housing for cooperating with first and second detachable
overlay systems each forming a channel for receiving said
handheld housing and with respective first and second button
regions, comprising:
generating the user interface system based upon an appli-
cation available from the computer system; and
associating respective functions of the application with the
button regions and predetermined locations of the touch-
screen display system,
wherein activation of a selected button region or a selected
location of the touchscreen display system initiates the
associated application function, and
wherein the first and second button regions are separate
from said touch screen display system and disposed on
opposite end regions of said handheld housing, said
touchscreen display system being disposed between the
first and second button regions and presenting indicia
associated with the application.

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